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The Hongkong Telegraph.

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NO. 22, 1862

六拜禮 號七十月八英港香

SATURDAY, AUGUST 17, 1929. 日三十月七

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THE HAGUE CRISIS AVERTED.

PARLEY TO CONTINUE OVER WEEK-END.

MR. SNOWDEN PREPARED TO GIVE MORE TIME.

BELGIANS HOPEFUL.

The Hague, Aug. 16. The members of the British delegation at the reparations conference states that it has been made clear to M. Jaspar, the Belgian Premier, that Mr. Snowden does not consider to-day's proposals satisfactory, though it is said that they represented eighty per cent. of the British demands.

It is understood that a written reply in this sense will be sent to M. Jaspar to-morrow (Saturday).

M. Jaspar, in the course of a brief statement, said he was an optimist, and he hoped an agreement would be reached. He added while Great Britain had undoubtedly made great sacrifices, so had other nations, particularly Belgium.

A Fair Offer?

M. Jaspar said he did not believe that any British Government would sacrifice the peace of the world for the sake of money. He expressed the opinion that the proposals he submitted to Mr. Snowden represented a fair basis of compromise.

It is certain now that the Conference will carry on at least over the week-end. Mr. Snowden has given the delegates of Italy, France, Belgium and Japan a little further time to consider his demands.

The Financial Commission of the Conference has been adjourned until M. Houard (Belgium), the chairman, summons a fresh meeting.

French Denials.

French circles emphatically deny the report that the French, Belgians and Japanese have been pressing Italy to agree to a reduction of the percentages given to her under the Young Plan.

They declare that "unity remains complete among the creditor Powers who accept entirely the conclusions of the Committee of Experts, and on this basis the will remain tomorrow as yesterday." —Reuter.

British and Rhineland.

Meanwhile Britain on the part of the Commission has once again stressed that her attitude towards the evacuation of the Rhineland is that it should be carried out as rapidly as possible and certainly as far as Britain is concerned must not depend upon the adoption of the Young Plan.

In the course of a conversation with Dr. Stremann, the principal German delegate to-day, Mr. Arthur Henderson stated that there was no question of Britain expecting Germany to bear a part of the cost of the occupation of the Rhineland after September.

He again emphasised that the British Government is prepared to evacuate the Rhineland at the earliest possible moment, unconditionally.—Reuter.

Italian Insistence.

The Hague, Earlier. It is clear that Mr. Snowden's reminder yesterday was not conveyed by formal letter, but by informally passing a note to M. Jaspar during the speech of M. Loucheur, explaining the French stand.

It is understood that a subsequent declaration by the four Powers that their interests were identical was chiefly due to the insistence of the Italian delegate Signor Monconi.

The French delegation is now credited with the role of peacemaker, endeavouring to persuade the Italians to make "sacrifices." —Reuter.

Eighty Per Cent. Offer.

The Hague, Aug. 16. It was reported this morning that the delegates of Italy, (Continued on Page 14.)

BIG LANCASHIRE MERGER.

EGYPTIAN MILLS, LIMITED. A GOING CONCERN.

3 MILLION SPINDLES.

London, Aug. 16. The big amalgamation of the fine cotton spinning mills of Lancashire has advanced a further step.

The capital of the combined Egyptian Mills, Limited, which was registered as a company in June with a nominal capital of £100, has now been increased to £2,000,000.

The new company will control approximately three million spindles, as the result of agreements made for amalgamation with four existing companies.

The company proposes to handle the manufacture and export of cotton goods in all branches, and it is hoped by mass production to be able to compete in the Far East with the Japanese mills on level terms. The amalgamation is expected to enable tremendous reductions in the cost of production with recent instructions.

It is learned that negotiations are in progress for the merging of other branches of the Lancashire industry, while valuable advice is anticipated from the Commission of Enquiry appointed by the Government to investigate the trade with a view to restoring its former prosperity.—Reuter.

ZEPPELIN CROSSES URAL RANGE.

OVER W. SIBERIA YESTERDAY AFTERNOON.

Hamburg, Aug. 16. The Hamburg-Amerika Line has been in wireless communication with the Graf Zeppelin which is now cruising over Siberia.

At four o'clock this afternoon, a report was picked up stating that the Zeppelin was in Latitude 60 N. Longitude 63 E, the message terminating with the terse remark "All Well."

The great airship has, therefore, accomplished the somewhat difficult crossing of the Ural Mountains without mishap, and is now over Siberia about 200 miles from the River Ob.

It is anticipated that Dr. Eckener will soon turn his craft in a more southerly direction.—Reuter.

ARBITRATOR IN THE COTTON DISPUTE.

MR. JUSTICE RIGBY SWIFT AS CHAIRMAN.

London, Aug. 16. Sir Rigby Swift, Judge of the King's Bench Division of the High Court of Justice, has been appointed chairman of the arbitration court which is to consider the application of the Lancashire mill owners for a reduction in the wages of the operatives by 12.8 per cent.

The other four members of the Court will be nominated, two by the operatives and two by the employers.

The chairman will have full powers as an umpire in the event of the failure of the other members of the Court to agree.—Reuter.

CHINA'S FOREIGN RELATIONS.

NOT CONTENT WITH POWERS NOTES ON EXTRATERRITORY.

Nanking, Aug. 16. In a conference with Pressmen at Nanking this evening, Dr. C. T. Wang, the Foreign Minister, said that the State Council had been studying the replies of the Powers to the recent Note asking for the abolition of extraterritoriality.

The Foreign Minister stated that the National Government will shortly send another Note to the Powers on the subject. The nature of the views to be expressed were not divulged.—Reuter.

THE SINO-RUSSIAN CRISIS.

SIGNIFICANT NANKING STATEMENT.

3 MILLION SPINDLES.

London, Aug. 16. The recent attempt by a prisoner to escape from Victoria Gaol was recalled at the Central Police Court this morning, when before Mr. E. W. Hamilton, a second man was charged with aiding and abetting in the attempt.

The defendant was informed that he was charged with aiding the other prisoner to get out of the Gaol first, while he himself would get out later.

In response, the defendant said:—"I am poor, and never possessed \$5 in my life. He has got money, and so has a reason for wanting to get away from the Gaol, he has none, and am content to stay in a little longer."

Mr. Hamilton:—"I think he is probably speaking the truth."

Major C. Wilson (the Superintendent of the Gaol):—"I think so, too. I am not sure whether he was the tempter or the tempted. I think he is a poor man, and that is in his favour. He is an old offender, and was sentenced I think on the 2nd of this month to three months' hard labour for returing from banishment."

His Worship:—"The defendant was sentenced to two months' hard labour on conviction of the charge of aiding and abetting the other convict to escape. The latter had appeared before the Court last week, when he was found guilty on the major offence and sentenced.

His Worship:—"The Magistrate:—Do you plead guilty or not guilty?"

The accused (multaneously):—"Guilty, your Worship."

His Worship:—"Do you wish to make a statement?"

No Money for Tea.

Private Vine:—"Your Worship, I only draw \$3 a week, and out of that I have to pay for the cleaning of my equipment and tackle. I have no money left, even for a cup of tea or anything else."

His Worship:—"And what do say, Private Bull?"

Private Bull:—"The same, your Worship."

His Worship:—"Do you wish to get out of the Army?"

Private Vine:—"No, your Worship."

The Magistrate:—"You have brought this on your heads. You are letting down your regiment."

The Facts Outlined.

In detailing the facts connected with the offences, Inspector Macdonald, of the Wanchai Station, said that the thefts occurred as two distinct and separate occurrences. The accused went into the shop of T. Arai, a Japanese watchmaker, at No. 17, Praya East, where they asked to be shown a number of watches. Each man having selected two gold wrist watches, they ran out of the shop.

There being no other persons in the shop, and being unwilling to leave it to take care of itself, the proprietor did not follow the two escaping soldiers. This happened at 8.30 p.m.

An hour later, the two soldiers went to Arsenal Street, and entered the Tsang Shing curio store. There they inspected two gold finger rings, and having each put one over his finger, both men ran out of the shop.

Both Arrested.

Berlin, Aug. 16. Sixteen miners were killed this morning in a coal-damp explosion, which occurred in a mine near Kattowitz in Upper Silesia.—Reuter.

GERMAN MINE MISHAP.

SIXTEEN KILLED IN BIG EXPLOSION.

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Occasional Rain.

The Royal Observatory reports that pressure is highest near the Bonins and relatively low over South China. Depressions are situated over Korea and to the east of Hokkaido. The forecast till noon to-morrow is:—South-west winds, moderate; cloudy; occasional rain.

More Invasions.

Shanghai, Aug. 16. According to the latest reports received in Nanking from official sources in Manchuria, the situation on the border is one causing increasing anxiety.

The Soviet continues its policy of demonstration bombardments, while aeroplanes have been dropping bombs on Chinese territory to frighten the populace. Raids by Soviet troops are reported from several areas, while it is believed that a large force of Russians is in occupation of Chinese territory near Manchuria.

It is alleged that two whole divisions of Russian troops, and a large number of horsemen, crossed the north-west border, and have made defensive lines within a mile or two of the Manchurian railway station.

Reprisals Probable.

Troop movements on the Chinese side have continued with added zeal, and this morning saw the departure from Harbin of hundreds of Chinese units bound for Manchuria and Khabarovsk.

It is understood that as soon as the various contingents of Harbin troops have arrived at Khabarovsk, General Wan Fu-lin will order reprisals in the event of further gun-firing by the Russians on to Chinese territory.

Protest to Russia.

Nanking, Aug. 16. The Nanking Foreign Minister yesterday morning wired to the Chinese Minister in Berlin to request the German authorities to demand an explanation from the Soviet government of the invasions and shelling of Chinese territories. The Russian Government is urged to stop such demonstrations and invasions if the

ATTEMPTED GAOL ESCAPE.

MAN SENTENCED FOR AIDING FELLOW-PRISONER.

CHANGING PLACES?

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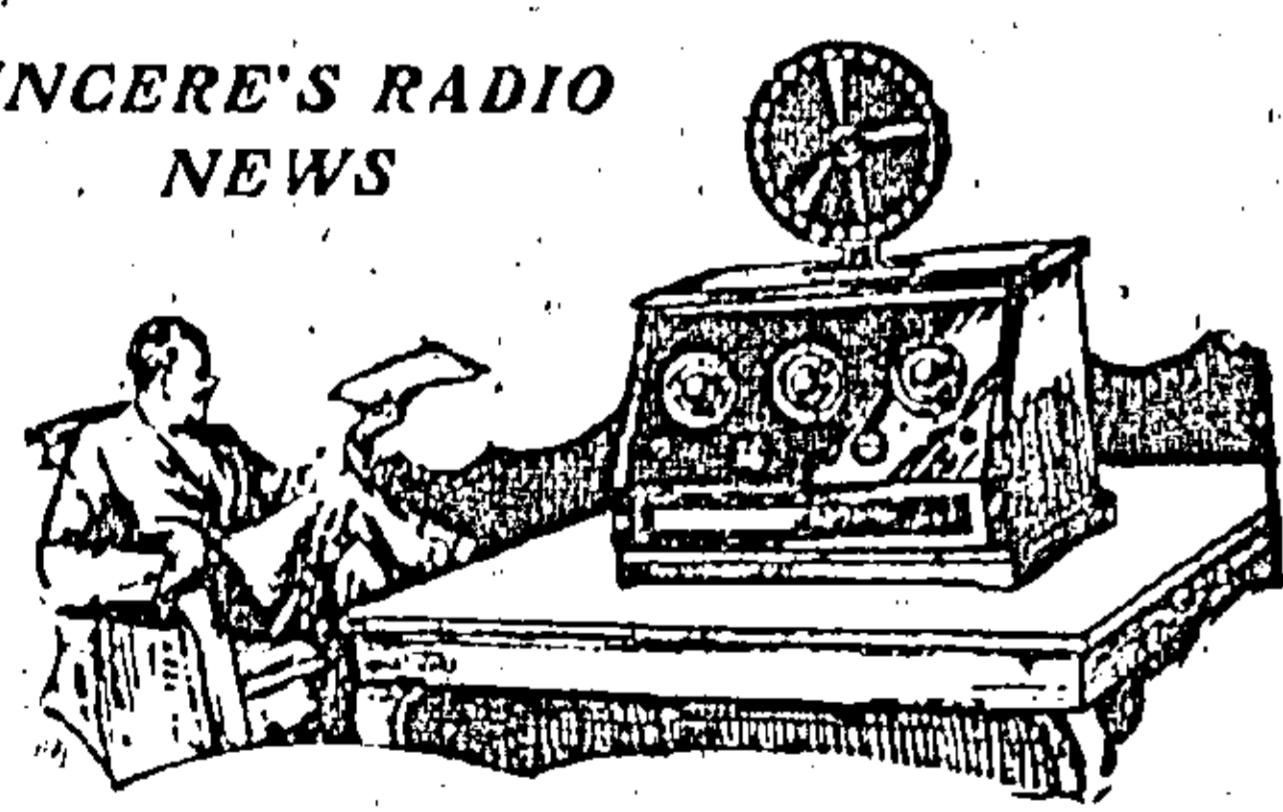
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VOLUNTEERS SHOT.

EXTRADITION PROCEEDINGS
AT MAGISTRACY.

Extradition proceedings were commenced before Mr. E. W. Hamilton at the Central Magistracy yesterday afternoon on an application by the Kwangtung authorities for the surrender of Yu Kee, charged with the murder by shooting of two Village Volunteers.

For the Crown, Mr. L. R. Andrews said that the fugitive was accused of the murder on August 23 of last year, of Lo Ng-fook and Lo Kee-seng, two members of the Volunteer Corps established for the protection of villages and for the preservation of law and order on market days at the various townships of Shuntak district.

The murder was supposed to have taken place at Kongmashiek, near the Santong Railway Station, on a day which happened to be market-day. With seven other Volunteers, the two deceased were acting as a guard in a marshalled at the market-place. About 25 feet away from them, there was a second marshalled in which was the accused, and about nine other men, his associates, who were either standing or moving about.

The duties of the Volunteers, or *man tuen* as they are termed, were just to lend their presence as a sort of security for the crowds visiting the marketplace, and to keep a look-out for suspicious characters.

While these Volunteers were in the marshalled, the fugitive and two other men came out of their marshalled and fired point-blank at Lo Ng-fook and Lo Kee-seng, who were killed.

Flight of Volunteers.

The Volunteers, continued Mr. Andrews, did not cut a very fine figure, unfortunately. They were in a panic, and after exchanging one or two shots, flung their arms down and bolted. Subsequently, they organized a raid with reinforcements, and endeavoured to capture the fugitive and his associates, but they had cleared out of the neighbourhood.

The next heard of the fugitive was at Kowloon City, that being quite recently, on June 28 last. There he played an unattractive part, as guest of some old friends, it seemed, of his. He invited himself to stay with them, out-stayed his welcome and did not bother to do anything. He refused to work, did nothing to assist, and was anything but a popular guest.

Then it occurred to his host to go to Canton where he reported the matter to the police, saying he was suspicious of the fugitive. Through his report to the Canton

police, the fugitive was arrested on June 28.

Mr. Andrews added that three witnesses would be called to testify to the actual shooting. They came from the same locality, if not from the same village.

Mr. Hamilton: I gather that these three were in the rear of the marshalled, whilst the two were shot in the front?

Mr. Andrews: They did not fly to the rear. They flew further than that; they bolted.

Arrested at Kowloon City.

Evidence of the arrest of the defendant at No. 28, Nam To Mei, in Kowloon City, was given by a Chinese detective, who said that he was accompanied by the informer of the raid.

Chief Detective Inspector Reynolds gave formal testimony regarding the arrest and charging of the fugitive at the Central Police Station.

Speaking of the identification parade held at the Central Police Station, at which the fugitive was picked out by a number of witnesses, A.S.P. Murphy said that of the nine people pressed into service, three had two gold-capped teeth apiece, while a fourth man had a solitary gold tooth. The introduction of so many gold teeth into the parade was impelled by the fact that the fugitive himself had gold-filled teeth.

Lo Lap, the first Chinese witness called, said that he had known the fugitive for 15 years. They had both lived in the Hop Lo Lang Village.

Recounting the facts connected with the shooting affray, witness said that with other members of their *man tuen*, he was keeping watch over the highway at Pun Ngan Shek, near the Santong Railway Station. Opposite their marshalled, was a stall, where the fugitive was taking tea, with a number of others.

Suddenly drawing a short fire-arm, the fugitive fired in their direction, killing two of the *man tuen*. Asked why the fugitive should do that, witness replied that the fugitive and his associates were bandits, and they wanted to kill the *man tuen* and take their arms.

Continuing, witness said: Our own arms were practically useless, so we discarded them and ran away. I returned to the village and summoned a hundred men as reinforcements. I took them back to the scene of the shooting, but the bandits had bolted, leaving the bodies of the two *man tuen* on the roadway. One of the two men killed was our Commander, and the other was a member of our Squad.

The hearing was adjourned until Monday.

VISITING SAILORS.

LADY CLEMENT'S THOUGHT
FOR THEIR ENTERTAINMENT.

It was a kind thought on the part of Lady Clement that prompted her to enquire of Rear-Admiral Mouget, at Government House, if on Thursday, as to how the men of the flagship Waldeck-Rousseau spent their time in Hongkong.

As a result of the conversation that ensued, her Ladyship personally visited the Naval and Military Y.M.C.A. last evening to see that the visiting sailors were well entertained and would be quite happy during their stay here.

An impromptu dance was held in the rooms, card parties were organised, and Lady Clement joined in the festivities with a will. When a representative of the Press arrived, he found her Ladyship taking a hand at cards with a group of smiling sailors, who obviously appreciated the kindness of their distinguished visitor. Later, Lady Clement took part in the dancing.

Other ladies who attended the function were, Madames A. T. Hamilton, L. C. F. Bellamy, J. P. Sherry and Black, Madame Rollin, and Mlle. Passione. Mr. True, of the Hongkong and Shanghai Bank, was honorary pianist for the evening.

DAYLIGHT ROBBERY.

WOMEN & CHILDREN GAGGED
AND BOUND.

Armed with a revolver and daggers, three men gained admittance to No. 16, Tai Shek Street, 2nd floor, at three o'clock yesterday afternoon, where they committed a robbery.

According to the principal tenant, Yeung Sze, a married woman of 37, there were two women and six children in the premises at the time. Suddenly three men appeared at their cubicle, one armed with a revolver and the others with daggers.

Threatening to kill the inmates if they made a noise, the robbers searched the house, after blinding the women and gagging them with towels and paper. The robbers went to the extent also of binding the children.

The men broke open a drawer, from which they took \$160 in Hongkong bank notes. They stayed about half an hour, collecting money, jewellery and clothing to the value of \$324.80, and eventually made off in the direction of Holy Cross Path.

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Now showing the very latest in

AUTUMN HATS

We have just
unpacked
the coming
season's styles
in —WHITE
FELTSand
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HATS.Also —
HANDBAGS,
GIRDLES,
FLOWERS,
and other
NOVELTIES

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ROMANCE OF DARING AND DANGER!

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Conrad Nagel and Myrna Loy
in *The GIRL from CHICAGO*
with WILLIAM RUSSEL — Carroll Nye
Adapted from ARTHUR SOMERS ROCHES' story *Business Bells*
Directed by RAY ENRIGHT



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A WARNER BROS. PRODUCTION

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QUEEN'S TUESDAY AND WEDNESDAY

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NEW SHIPMENTS OF
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MUSIC ROLLS
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Where Is The Song of
Songs for Me... Fox Trot.
A Gay Caballero... Song.
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TSANG FOOK PIANO CO.

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SHIPBUILDING MATERIALS, SHIP CHANDLERS
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WILL'S
Gold Flake
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PACKED IN TINS OF 50. AND PACKETS OF 10.

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25 WORDS — ONE DOLLAR

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295, 300, 301, 305, 306, 315, 344, 363, 371, 374, 376, 381, 385, 411, 426, 427, 443, 445, 455, 461, 462, 465, 474, 476, 486, 505, 512, 545, 547.

FOR SALE.

FOR SALE—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

FOR SALE—Ladies' Crepe de Chine Emb'd Pyjamas \$8.00; Men's Washing Silk Pyjamas \$6.00; Silk Shirts \$3.00. See our Show Room, S. Narain, China Building, 4th floor, Tel. C.6136.

"PEAK MANSIONS."

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Five-Roomed and Six-Roomed APARTMENTS with all Modern Conveniences, Drying Rooms and Out-houses, Two lifts.

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of all kinds especially for ship-building and engineering work. Complete stock. Best terms. Immediate delivery.

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KOWLOON.

We have the pleasure to announce that we have been appointed Sole Agents in Hongkong and South China for the trusty "Triumph", and have established our office and showroom at the above address.

A shipment of both Cars and Cycles of the latest models has just arrived, and we cordially invite inspection of same.

THE GLOBE AUTOMOBILE CO., LTD.

K. H. Ow Young.

Secretary.

15th August, 1929.

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MRS. S. UZUNOYE

Expert Massusee. Sole Agents: MITSUI BUSSAN KAISHA, LTD.

MRS. SEKAI

MASSAGE

6, Wyndham Street, 1st floor, Hongkong.

New Advertisements NOTICE.

We beg to notify the Public that we have been appointed by Messrs. CARRY & DANIEL of Calcutta, SOLE AGENTS in Hongkong and China, for GUZDARS KAJORA COAL CO., Calcutta. PATELL & GHADIALL, Sole Agents for GUZDAR KAJORA COAL CO. Hongkong, 7th August, 1929.

CHURCH NOTICES.

To-morrow the Twelfth Sunday After Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hong Kong, August, 18th, 1929. Twelfth Sunday after Trinity. Holy Communion, 8 a.m. Holy Communion at Peak Church, 8 a.m. Children's Service, 10 a.m. Sunday School, School, 10 a.m. Maitins, 11 a.m. Preacher: Rev. H. V. Koop. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: The Dean.

Union Church, Kennedy Road, Hong Kong, Sunday, August, 18th 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns, 160, 777, 75, 552. Evening Service at 6 p.m. Preacher: Rev. F. C. Young. Hymns, 676, 183, 450, 667.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Soul". The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ Scientist, in Boston, Mass., U.S.A.

The Hongkong Wesleyan Methodist Church, Sunday Services Morning, 10.15 a.m. Preacher: Rev. J. Foster Subject, "A Mother at the Cross" Evening 6 p.m. Preacher: Rev. J. Foster Subject, "Christ and the Companions of Life." Sailors and Soldiers Home, Sunday 3 p.m. Mens Bible Class, Sunday 8.15 p.m. Service Men's Hour Wednesday 8.30 p.m. United Fellowship Meeting.

It appeared that something like a monopoly was being created, not only by Western Electric in refusing to allow films made on other devices to run over their apparatus, but also by the big American film producing companies as a whole.

Until recently great difficulties were placed in the way of cinema exhibitors who, having installed one type of talk-film machinery, desired to show talk-films made on some other system.

They are, and have been, willing to stand in exactly the same position as the other members," said Mr. Simonds.

Therefore they give up—whether bound to do so or not—whatever advantage they might have obtained by their contract. The contract for the sale of the site was the subject of a counter-claim. I am content that the counter-claim should be dismissed and all proceedings stayed."

The proceedings were then stayed on terms agreed.

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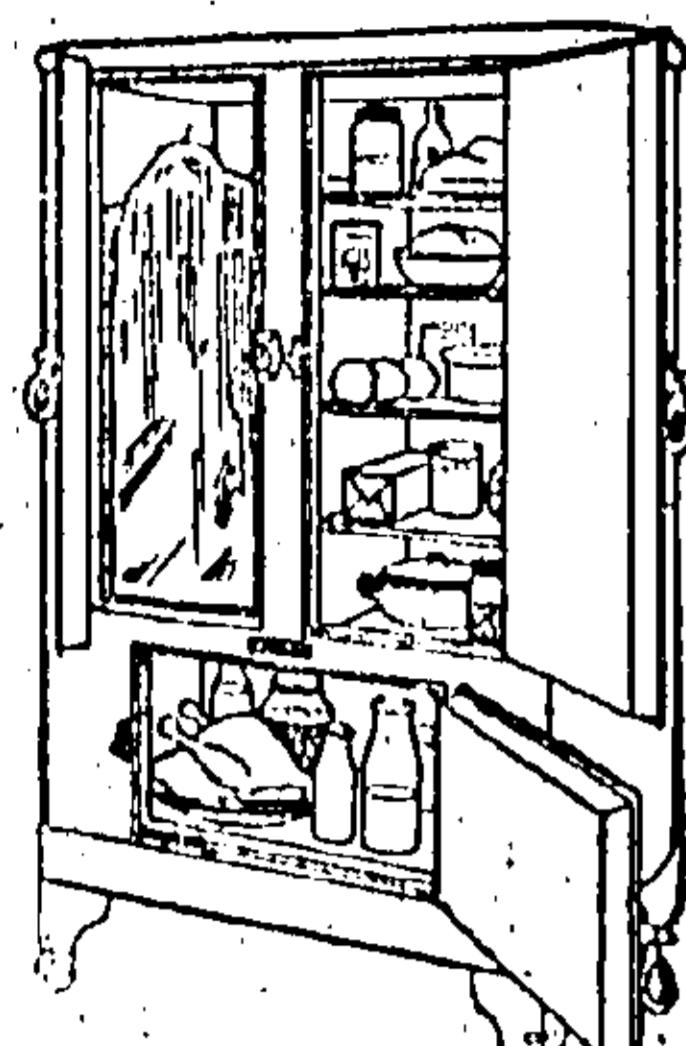
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25%

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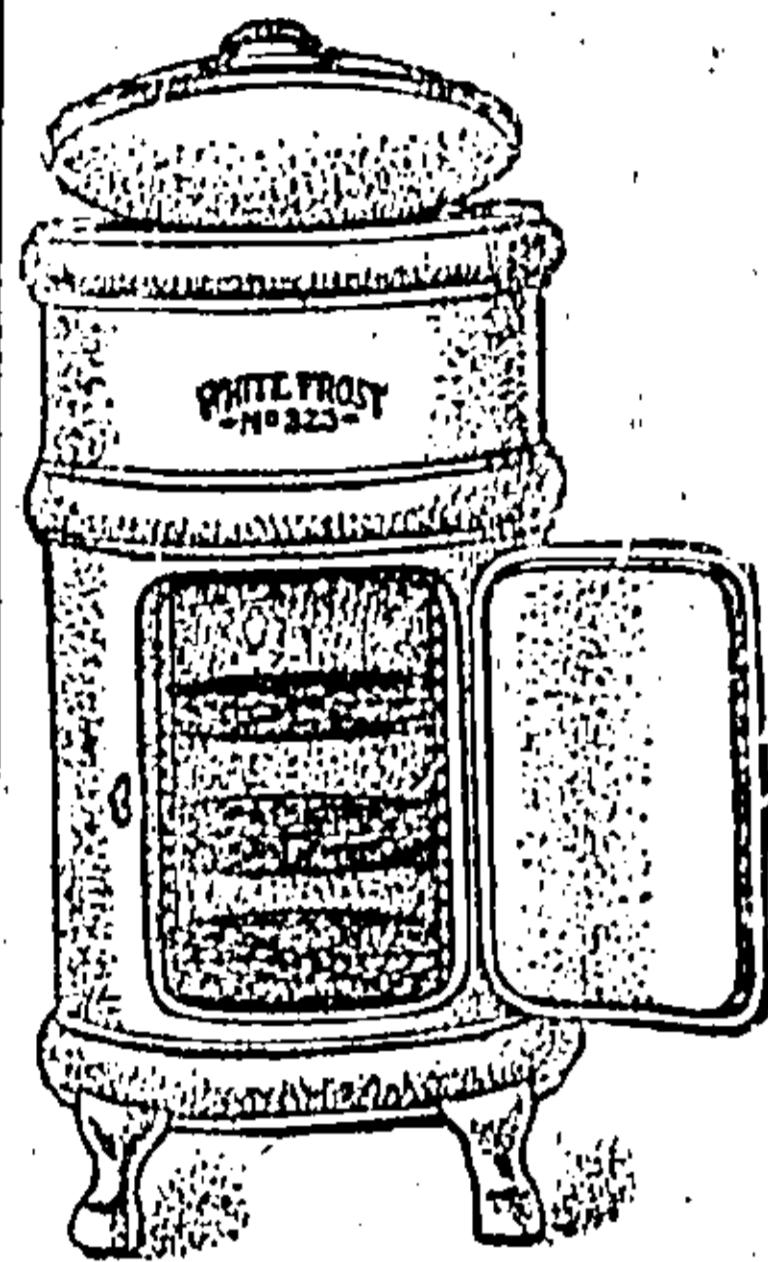
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Beautifully white Enamelled
on a rustless foundation.
Always clean and sweet.

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Refrigerators.

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Hardware Department.

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Mrs. J. McCormack.

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refreshing and inexpensive
(made from the best essence and
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Tel. G. 1871.

WOMAN'S WORLD
FOR OUR LADY READERS.

For the Housewife.

**CARE OF BEDS AND
BEDDING.**

The comfort of a bed depends largely upon the attention that is bestowed upon it. Daily care and occasional repairs will keep it in a good condition.

Most beds consist of a wire spring mattress, a pad to protect it, and a wool or hair overlay. Cleaning the wire mattress is a simple matter as dust can easily be removed with a stiff brush or, better still, a vacuum cleaner. If, owing to neglect, rust appears, sweet oil rubbed on and left for forty-eight hours will usually remove it, but if it is badly rusted it is best painted with aluminium paint.

A spring mattress that sags should be tightened with a key, or, if in a bad condition, its life may be lengthened by the use of a mattress support. This consists of a frame bearing spiral springs which can be attached to the underside of the bed.

The protecting pad can be inexpensively made of hessian. If hemmed neatly and secured at each corner with tapes it is quite as efficient as a readymade one. Newspapers folded several times are also quite effective.

A hair or wool mattress should be turned every day—one day from end to end and the next from side to side. If left arched on the bed for an hour it will be thoroughly aired. Dust should be brushed once a week from round the buttons and sides or removed with a vacuum cleaner.

Flock beds which are considered by some people to be uncomfortable can be kept free from bumps if attended to daily. Grasp the flock with the hands through the covering and pull apart.

Once every five years all mattresses and pillows should be cleaned. Stains can be removed with a mixture of fuller's-earth and water or starch and soap jelly. Apply the paste thickly, allow it to dry, and then brush off with a clean brush.

To clean a mattress, remove tapes and buttons, noting where they are to go when replaced. Open one side and remove the hair of wool to a bath containing a good soap lather. Squeeze it well in this until it is quite clean, then

THEN AND NOW



OF COURSE — THE
OLD-FASHIONED GIRL
DIDN'T DO SUCH
A THING —



— BUT TODAY —
THE MODERN GIRL
ROWS HER OWN!

rinse in warm water and finally in cold. Care must be taken to dry it thoroughly, and if possible this should be done in the sun.

While the hair is drying, wash, starch, and iron the bed tick, then rub the inside of it with beeswax. Replace the hair, sew up the side, and put back the buttons. Your mattress should then be like new. It is advisable to have at hand some extra ticking and hair, as shrinking sometimes occurs.

Very Chic.



Beauty for the Eyes

[By Lady Neish.]

If you wish to brighten your eyes drink orange juice. If you are tired and going to a party a small teaspoonful of sal volatile will sometimes work wonders with both your spirits and your eyes but do not take this unless very tired. Half an hour in a dark room with a relaxed mind, followed by a cold eyebath, will do quite as much for you.

Never darken your eyes or your eyelashes unless you are an artist at making-up, or unless you are on the stage. It used to be considered "bad taste." Bad taste is more or less obsolete, but it is still

Critical Children.

**PARENTS SHOULD MOVE
WITH THE TIMES.**

Although signs are not wanting that the world is at length beginning to grow accustomed to the ways of modern youth, one still occasionally comes across parents who have managed to put up a successful resistance to all attempts on the part of their children to treat them with anything less than the unquestioning deference and "respect" with which they, in their young days, treated their parents.

The maintaining of the old-time relationship may or may not be good for the young people involved, but there is another question which deserves to be asked often than it is. Is it good for the parents?

As a matter of fact, I do not believe that it is. Not long ago a very modern and vigorous young girl told me, as she might have told me of some serious handicap affecting a friend of hers, that "as a matter of fact she had one of those mothers whom you simply couldn't do anything with."

It was obvious that she considered that a mother should move with the times so far as her daughters were concerned.

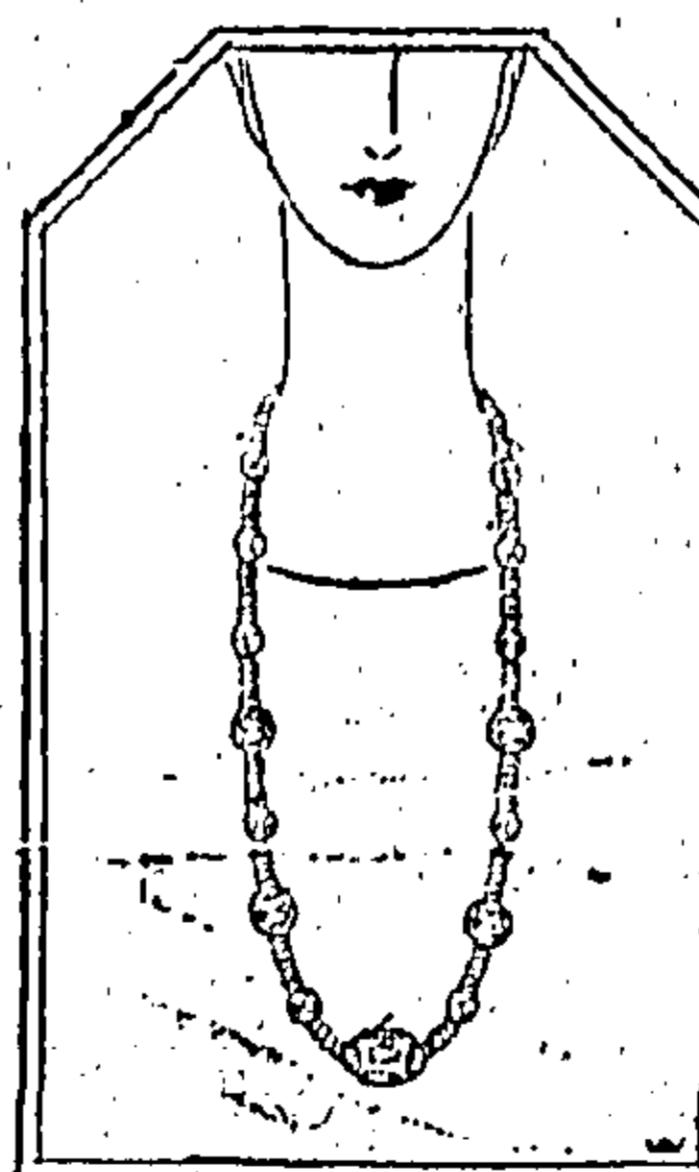
And is it not true that in families where the young people are not afraid to say what they think to their parents, the parents keep younger and more up-to-date than in those where they keep their old-fashioned pose of being above criticism?

Children, and young people generally, are merciless critics, whether they voice their views or not, and it seems to me that the parents who accept their criticism as they might that of their equals in age and status, are all the jollier and the better for it in the end.—C. B. In Exchange.

"silly," because not one woman in a thousand can touch her eyes skilfully, and nothing unskilled will add to your beauty.

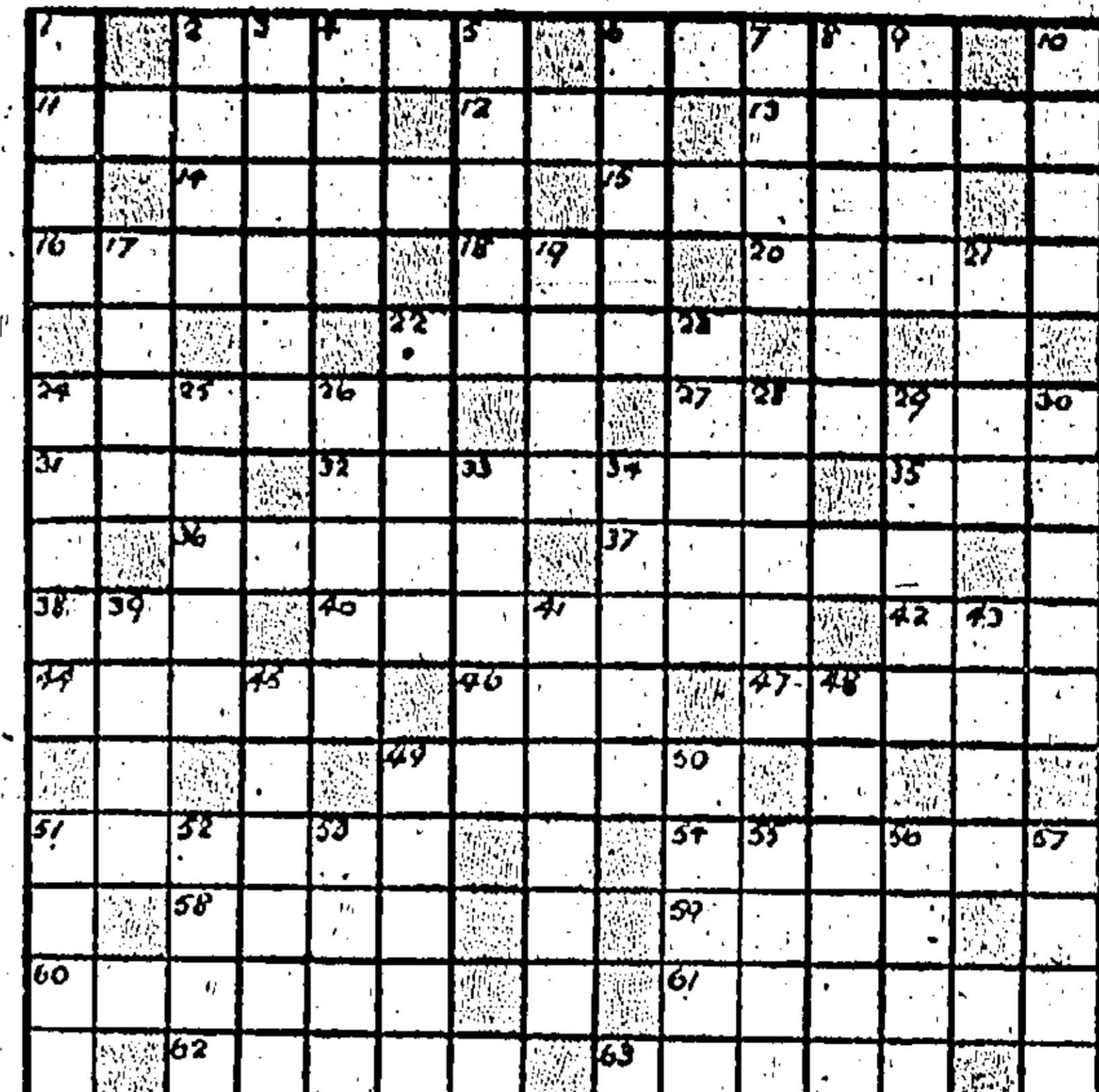
Never forget the value of cold water applied round the eyes and over the eyes, when closed. I cannot emphasise it too much or too often. It is the best tonic and the best eye-brightener in the world—but must only be used when your eyes are well.

A New Necklace.



Large, carved wooden beads interspersed with smaller ones and carved rondelles in magenta, green, blue and grey fashion a colourful necklace from Paris.

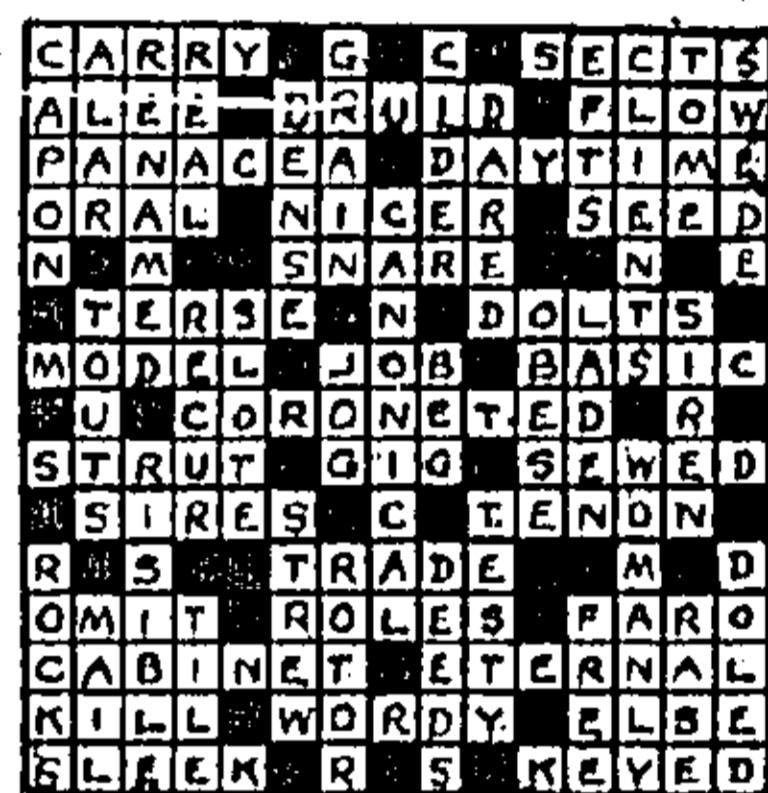
OUR NEW BRITISH CROSSWORDS.



Across

- 17 Formerly.
- 18 Comfort.
- 19 Uncommon.
- 20 Kind of broom.
- 21 Palate.
- 22 Stoop.
- 23 Annexed.
- 24 Waterway.
- 25 Pips.
- 26 Attack.
- 27 American State.
- 28 Squeeze.
- 29 Additional clause.
- 30 Deprived.
- 31 Sewing instrument.
- 32 Lively dance.
- 33 Unwilling.
- 34 Mineral.
- 35 Corrected.
- 36 Paragraphs.
- 37 Admpt.
- 38 Marry.
- 39 Slander.
- 40 Born.
- 41 Giver.
- 42 Paragraph.
- 43 Sort of treadle.
- 44 Observe.
- 45 Plot.
- 46 Employers.
- 47 Scattered.
- 48 Prate.
- 49 Dry.
- 50 Opposite of a weather.
- 51 Struggle.
- 52 One who tans hides.
- 53 Peeps.
- 54 Crowds.

Yesterday's Solution.



Down

- 1 Ran with haste.
- 2 Satisfy.
- 3 Delay.
- 4 Vases.
- 5 Sorrowful song.
- 6 Localities.
- 7 Genuine.
- 8 Mean passings.
- 9 Sagacious.
- 10 Spurts.

**Don't Under-Value
Self**

WHY does a man insure his property for its full replacement value yet feel satisfied with a few thousand life insurance often representing at most two or three years' income? The fire policy may become a claim, the life policy must, either by death or maturity. Are you adequately insured?

Enquire to-day

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MANUFACTURERS LIFE
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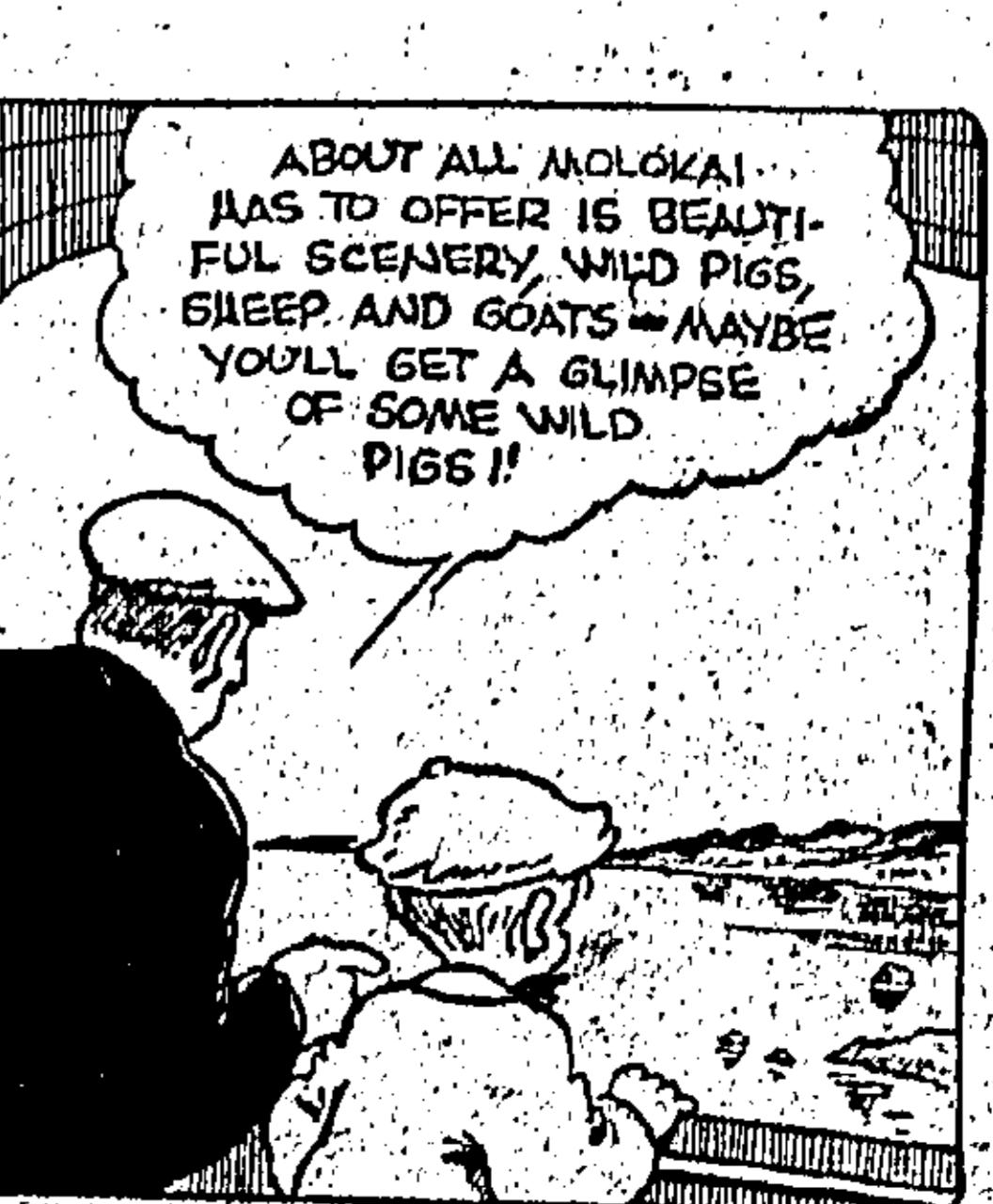
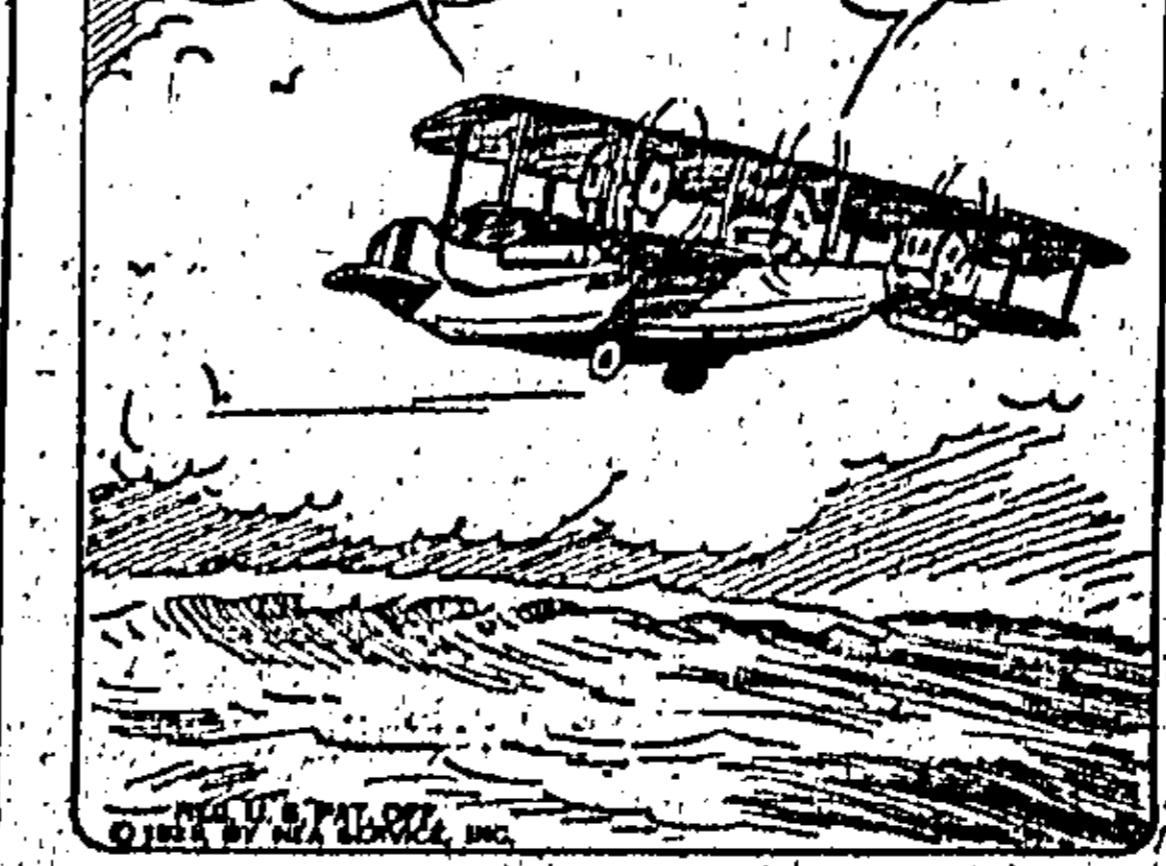


KEEP YOUR ALTITUDE
TO ABOUT EIGHT HUNDRED
FEET, LEO—SO WE CAN
GET A GOOD LOOK
AT THINGS!

YES!

OH, LOOK, UNCLE
HARRY! WE'RE COMING
TO AN ISLAND... IS
THAT WHERE THE
VOLCANO IS?

NO—THAT'S
THE ISLAND
OF MOLOKAI!
!!



ABOUT ALL MOLOKAI
HAS TO OFFER IS BEAUTIFUL
SCENERY, WITH PIGS,
SHEEP, AND GOATS—MAYBE
YOU'LL GET A GLIMPSE
OF SOME WILD
PIGS!!

By Blosser

AT ALL HOTELS
AND CLUBS.
CALL FOR

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PILSNER URQUELL
THE ORIGINAL PILSNER BEER.

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Helen Kane

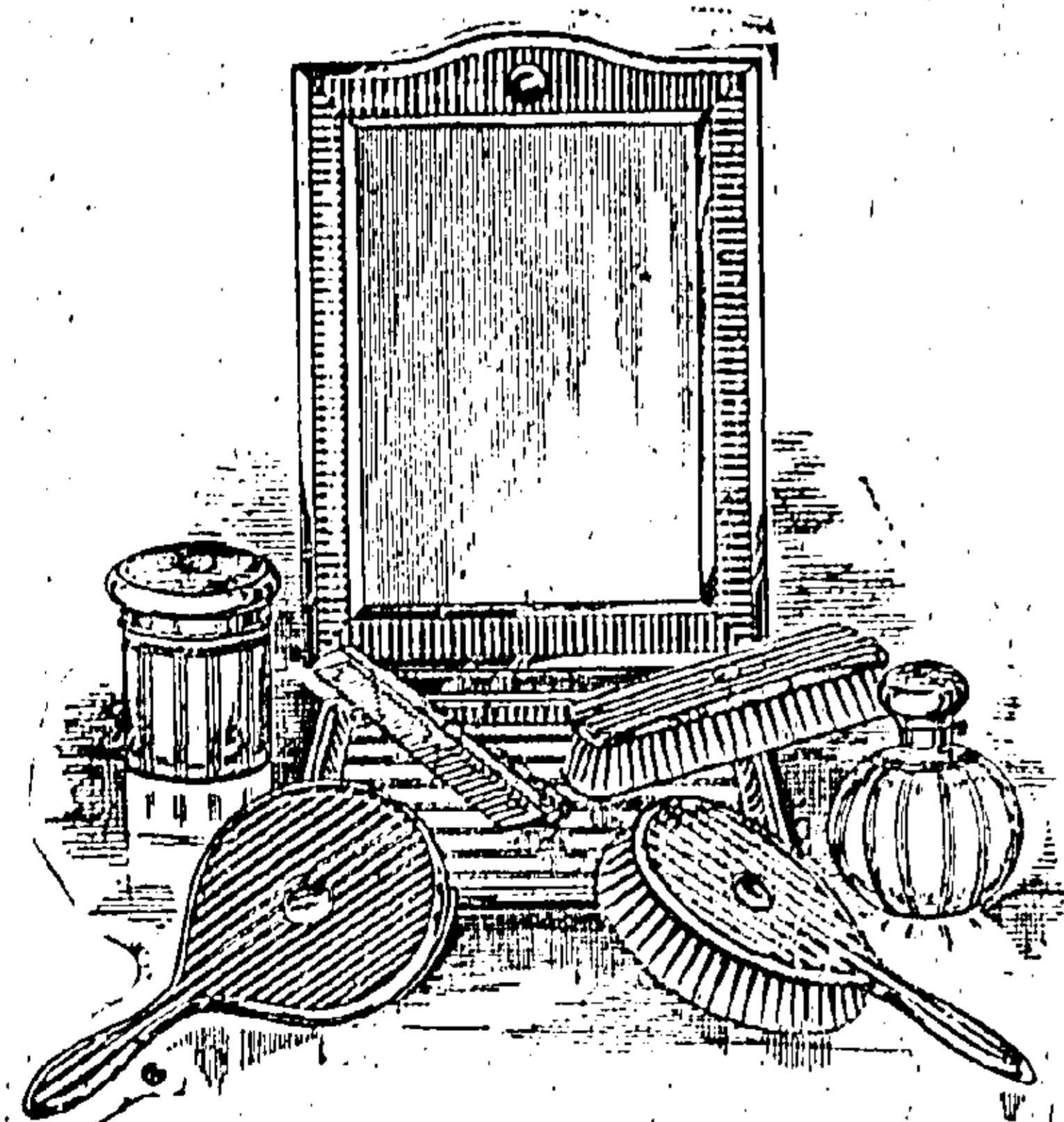
Gene Austin

John Henry & "Blossom"

Gracie Fields

Leslie Sarony
etc., etc.

S. MOUTRIE & Co., Ltd.
(Victor Distributors.)
CHATER ROAD.

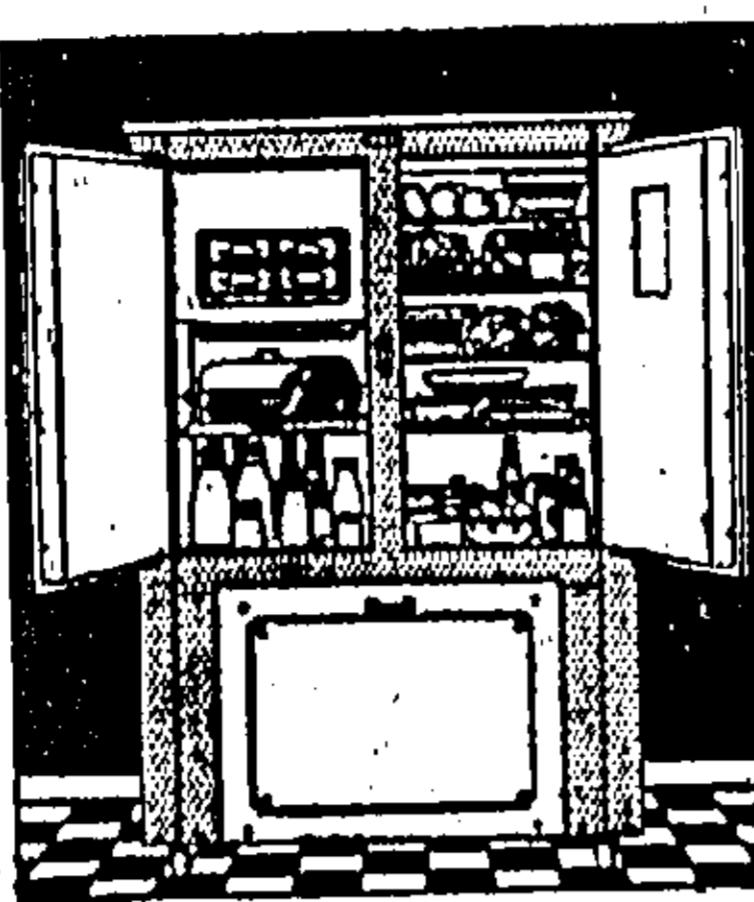
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COMPLETE SETS
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FRIGIDAIRE



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MODELS OF FROM FOUR
TO EIGHTEEN CUBIC FEET
STORAGE CAPACITY.

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1,000,000
IN USE THROUGHOUT
THE WORLD.

DODWELL & Co., Ltd.
Sole Distributors
HONG KONG & S. CHINA

BIRTH.

THOMSON.—At Victoria Hospital, on August 15th, to Mr. and Mrs. A. Thomson, a daughter.

The
Hongkong Telegraph.

SATURDAY AUGUST 17, 1929.

TARIFF TENDENCIES.

Despite the experience of the General Election, when the voters registered their decided preference for Free Trade, a determined attempt is evidently being made to commit the Conservative Party once again to a policy of full-blooded Protection. A few weeks ago, Mr. Neville Chamberlain delivered a speech to the Empire Industries Association, in which he advocated that his Party should adopt "a new industrial policy" of Imperial Preference, although it is worth noting that the next day he added that he was not prepared to advocate a tax on foreign wheat at this time. Lord Beaverbrook has followed this up by a vigorous campaign in his newspapers for the abolition of every trade barrier between the Mother Country, the Dominions, the Colonies and Dependencies, and a tariff barrier against the foreigner, "until such time as he shall plead for economic admittance into the greatest Free Trade unit the world has ever seen." The first by-election fought largely on this issue, that for Sir William Joynson-Hicks' former seat at Twickenham, proved a distinct set-back for the movement, as Sir John Ferguson, an ardent supporter of the "Empire Crusade Campaign," as it is called, only just got in with a majority of 505, compared with his predecessor's majority of nearly 6,000 at the General Election. We read, in this connexion, that thousands of Conservatives abstained from voting, not being prepared to adopt Empire Free Trade, as the policy of the Party. This scheme of Lord Beaverbrook's bears a close resemblance to the late Mr. Joseph Chamberlain's movement, although it is explained that the former Tariff Reformer's project was for a tax on foodstuffs, with a rebate to the Dominions, whereas the new plan provides for no tax whatever on foodstuffs from the Empire. It has to be remembered, however, that there are still a good many Free Traders in the Conservative ranks, and in the first division in the new Parliament recently, which resulted in an anti-Protection majority of 120,

over thirty Conservatives were absent unpaired, some of them because they do not favour Protection in any form. Whether the Party will eventually swing definitely in favour of what used to be called the "whole hog" policy, time will tell. Much may depend on the attitude of Mr. Winston Churchill. The real Protectionist Die-Hards may be counted upon to do their utmost, even to the extent of ousting Mr. Baldwin from the leadership of the Party, although the ex-Premier recently declared that if the insurgent movement against him prevails, he will finish with politics for good.

Tariff wars, which are practically inseparable from the Protectionist system, have evil results, and do much to engender bad feelings between nations. That is now being illustrated in the repercussions of the United States Tariff Bill, one feature of which is a movement by leading trade associations in France to elaborate a scheme of preferential tariffs and other measures to enable European nations to wage a trade and tariff war against America. Many of the measures proposed, such as the lowering of tariff walls in Europe, the improvement of transit facilities, and the simplification of customs formalities, are such that they will readily command the support of all genuine Free Traders, although the end for which they are devised is to be regretted. As one writer has expressed it, countless tariff wars show the futility of relying on Satan to cast out Satan in this as in other fields, and it is doubtful whether the growing opposition to the new tariff in America will be assisted by threats from outside.

Manchuria Situation.

ONLY CHARACTERS IN FICTION
HAVE NO SAYING QUALITIES. YOU
NEVER HEARD OF ANYBODY IN REAL
LIFE BEING ENTIRELY BAD.—R. W.
Chambers.

Engr. Captain H. B. Sears has
been appointed to H.M.S. *Tamar*

Chaplain Rev. H. W. G. Arscott
has been appointed to H.M.S.
Cornwall.

Tenders are being invited for
the construction of a motor road
from Garden Road to May Road.

Mr. J. Fawcett is appointed
acting Inspector of Storehouses,
Hongkong Naval Dockyard.

It is notified that the Chief Justice
has appointed Mr. M. J. Breen to
be a commissioner to administer
oaths, take declarations, etc., so
long as he holds the post of Colonial
Treasurer.

It is notified that the names of
James Der A Wing Co., Ltd., the
Loong Hing Co., Ltd., the Kwok
Tai Tobacco Co., Ltd., and the Hang
Shun Wo Co., Ltd., have been
struck off the register.

His Excellency the Governor
has appointed Mr. E. P. H. Lang
to act as Official Receiver in
Bankruptcy in addition to his
other duties, during the absence
of Mr. E. L. Agassiz and
Registrar of Trade Marks.

His Excellency the Governor
has received information from the
Secretary of State for the Colonies
that Senor Don Antonio Alexendrino Rosello Botelho has
been appointed Honorary Consul of
the Republic of El Salvador
in Hongkong.

Mr. Leslie Ross, of Messrs.
Little, Adams and Wood, who has
been in the Peak Hospital, for
some weeks past suffering from
typhoid fever, is now practically
convalescent, and will probably be
out and about in the course of a
week or ten days.

Two lots of Crown land are to be
sold at the P.W.D. offices on Sep-
tember 2nd. These are R.B.L. 324,
Pekfulum Road, with an area of
about 66,900 square feet and upset
price \$20,070; and Inland Lot 2914,
Wonneichong, area about 5,000
square feet, and upset price \$2 per
foot.

The Principal of the Naval and
Military Y.M.C.A. branch of the
Health and Strength League, of
whose members we give a photo-
graph in our Pictorial Supplement
to-day, is Mr. A. D. Spors, a well-
known amateur strong man who
holds several records for weight-
lifting. Mr. Spors is prepared to
accept challenges for weight-lifting
contests locally.

In order that a complete list
may be maintained for record
purposes, ladies and gentlemen
resident in Hongkong, other than
those now serving in His Ma-
jesty's Forces, who have had any
decoration conferred upon them
by His Majesty the King, are
asked to inform the Chief Clerk,
Colonial Secretariat if this has not
already been done.

The health bulletin of Eastern
parts for the week ended Saturday
last, issued by the Director of
Medical and Sanitary Services,
contained the following cases,
the figures in parenthesis indicating
deaths: Plague, Port Said 1,
Bassein (3), Rangoon (2), Bang-
kok 3 (3), Phnom Penh 5 (5),
Saigon 1 (1); Cholera, Bassein 3,
Calcutta 28, Karachi 1 (1),
Nagapatam 4, Bangkok 2,
Shanghai 24, Canton 2, Dairen 1,
Swatow 2; Small-pox, Berbera 1,
Aden 17 (6), Bombay 18 (9),
Calcutta 2 (2), Karachi 1 (1),
Madras 16 (6), Moulmein 8 (3),
Pondicherry 3 (1), Batavia 2 (2),
Macassar 1 (1), Belawan Dell 1,
Surabaya 1, Phnom Penh 2 (1),
Dairen 1, Swatow 2.

WATER LEVELS.FOR WEST, NORTH AND
EAST RIVERS.

The following table, compiled
by the Board of Conservancy
Works of Kwangtung, shows the
water levels in English feet on
the West, North and East Rivers
on the dates named:

Aug. 15. Aug. 16.
Shihliung 30.5 30.1
Taipingyuen 8.8 8.9
Shamehshui 19.2 19.0
Shedking 4.5 4.8

Observatory returns show that
the average mean temperature for
July was 81.6, the highest being
92.2 and the lowest 74.4. There
were 22.70 inches of rain, and 176.7
hours of sunshine, whilst the aver-
age humidity was 84.

CORRECT SPELLING.

An Unconventional View.

their readers to arrange those letters as they saw fit. People spelt in those days by the ear rather than by the eye, with results that were constantly novel and frequently artistic. Contrary to one's expectation, they never leave us in doubt as to their meaning. One may read the *Paston Letters*, in which the spelling is almost riotous, as easily as the morning newspaper. We have not gained much, then, in legibility by our docile acceptance of orthographic law. Certainly we have not gained in ease, nor have we saved time for our children or for ourselves. The only advantage that we have won by correct spelling is in a tasteless uniformity, and of this there is perhaps more than enough already in the world.

Down to the time of John Dryden educated people had spelt their English, both in private letters and in manuscripts intended for the press, pretty much as they liked, but all through the seventeenth century English printers were working out a standard spelling to which they reduced all the individual vagaries that came into their hands. And this was a perfectly sensible arrangement. John Milton, for example, spelt to suit himself; his printers changed his spelling to suit their different notions.

The mistake was made when people began to think that printer's spelling was in some way superior and began to imitate the orthography which they found in books. One may think very highly indeed of printers, as I do, and yet see that this was an absurd error. When once the general public had made this initial blunder, the makers of dictionaries enforced it; school-masters established it, the "spelling bee" made it popular, and now the nation-wide contests in America are lending even a kind of glamour to our servility.

We should observe that what is called the correct spelling of a word—that is to say the spelling agreed upon by printers and lexicographers—is almost always the least interesting thing about it; and the least valuable thing to know. By concentrating the attention of school children upon this alone we tend to shut out all curiosity about the word's history, its derivation, its various shades of meaning, and we tend to encourage the ludicrous notion that when once the child can spell a given word he has gained some power over it.

Ideas of this sort when they are encountered in popular magic are properly called superstitions, but when we find them in our schools we call them educational. A sound theory of education would not suggest that words are to be attacked by the memory alone, but rather that they must be studied with active curiosity, with delight in their individualities, with the historic sense, and above all with imagination.

A great writer may of course be able to spell in the conventional way, but not the slightest fraction of his literary power is attributable to this facility and he can do well without it. How Shakespeare spelt his English we shall probably never know, and it does not much matter. We may be certain that he spelled very badly according to the printer's standard, and yet there are not five words in all his writing that are uncertain because of his orthography. Small Latin, less Greek, and no formal spelling whatever, went to his equipment. These deficiencies in his education do not, of course, explain his greatness as a poet, but at least they left him free to think of words as the fluid, elusive, and ever-changing things that they are.

In saying this I realize that it is too late to do anything factually sensible about spelling. School teachers and printers and dictionary makers are firmly united in the strange belief that words must be spelled in their way, only and the rest of us have no choice. We are taught conventional spelling before we are old enough to see its futility. Here and there, to be sure, we find a rebel, like the brave youth I remember who once said to me: "Why should I learn to spell? I shall always have private stenographer." For those who cannot afford private stenographers, the spelling reformers hold out some slender hopes, but no such timid measures as they propose will help us. Spelling cannot be reformed. It should be abolished altogether. O. S. in the *Christian Science Monitor*.

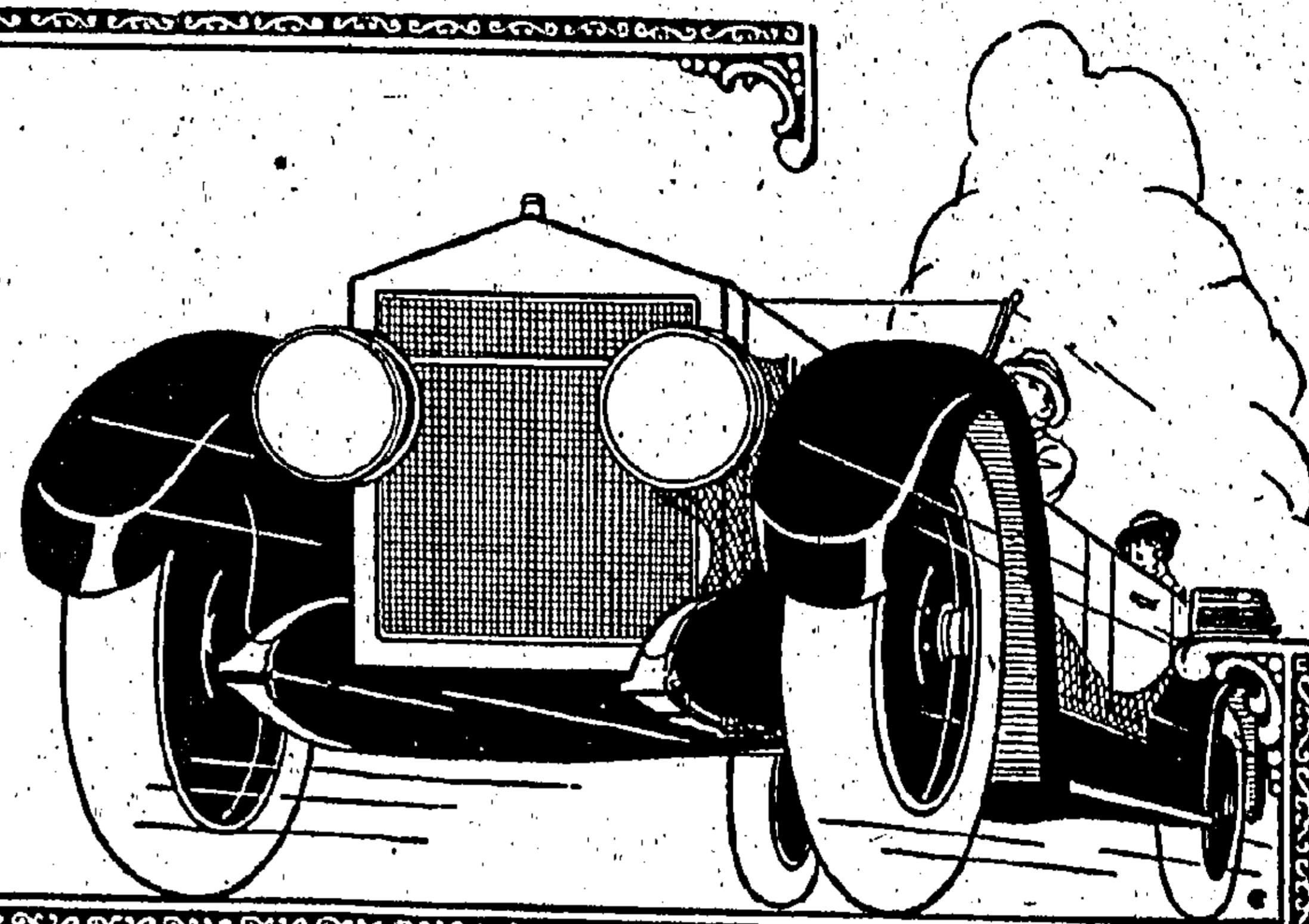
The forthcoming wedding is announced of Mr. Wynyard Hallen Cottam Bouchier, bailiff, No. 317, Nathan Road, to Miss Emma Dolores d'Encarnacao, das Remedios, No. 6, Humphrey's Avenue.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 17th AUGUST, 1929.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY CO.

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SPARE PARTS

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suitable for all motor-cars, cycles
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ALL AT ATTRACTIVE PRICES

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CURRENT COMMENT

Roadside Rocks.

Many motorists who regularly use the Castle Peak Road appear to be somewhat nervous of the rocks which overhang the road at certain places, fearing that the vibration of traffic may possibly dislodge heavy masses of granite with disastrous results. There is one particularly dangerous looking rock, a picture of which appears on this page, and concerning which we understand that the Kowloon Residents Association has approached the Government. As a matter of fact, it is probable that some of the rocks situated higher up the hill-sides present the greatest danger, although the most dangerous periods are, of course, during or immediately following exceptionally heavy rains. The rocky nature of Hongkong presents a trying problem to the Roads Department, landslides being more or less expected during certain seasons of the year. The rock which is referred to elsewhere on this page certainly does appear to present a danger, and doubtless action will be taken to allay the fears of road users. It is perhaps quite natural that motorists should complain when roads are closed for some time, but when it is in the interest of public safety, there can be no alternative.

Good Value.

The present day motorist is apt to forget the rapid strides which have been made in the manufacture of motor vehicles during the last few years, and yet it is but a few years since the "mass" manufacturers, led by Ford, announced the intention of bringing motorizing within the reach of those of moderate means. To-day, there are many excellent cars which are priced well within the reach of people of limited financial resources, and yet any one of these moderately priced vehicles is improved beyond all recognition when compared with costly vehicles of not so very long ago. The "Pontiac" for which Messrs. Lane, Crawford, Ltd., are the agents, is one of the outstanding examples of modern cars in the low priced field.

Oil Versus Steam.

In the Pictorial Supplement this week, further evidence is given of

the adoption of oil engines in preference to steam for marine work, and it is gratifying to note that Hongkong is keeping abreast with other important ports in this respect. The two launches of which pictures appear, have been equipped with Gardner engines, of which a large number are now in use in Hongkong and throughout China, especially on the Yangtze.

White Lines.

New white lines have now been laid down at the Pedder Street—Des Voeux Road crossings, and it is observed that a new type has been employed. These are made of aluminium, and have been adopted as the result of experiments conducted by the Roads Department. It is expected that they will last much longer than other types which have been used, and which were easily damaged by heavy traffic, mainly the iron-tired cooling trucks, which are responsible for a great deal of other road damage.

Map of France.

In anticipation of a record season of Continental motoring, due to lower cross-channel freight charges and improved facilities—the Automobile Association have just issued a map of France showing the actual condition of the roads under four classifications, and marking the towns where A.A. classified hotels are situated. The reverse side is devoted to plans of ports from which steamship services operate, together with summarised information regarding sailings.

Guide to Europe.

The Automobile Association announces publication of the fourth edition of "Europa Touring," the official European Touring Guide of the Alliance Internationale de Tourisme. This book describes eighteen European Countries, is written in English, French and German and contains over 130 maps and plans. One of its interesting features is a comprehensive Gazetteer covering the principal European Cities and Towns. It is issued to A.A. Members at the special price of 10/-.

"THE LITTLE MORE."

"And the Little Less!"

TALK ON CELLULOSE.

If Browning were alive to-day he might well be accused of writing his famous lines on the application of cellulose!

It is some years since cellulose finish was first applied to motor-cars and there are now a number of first-class brands of cellulose paint available for manufacturers. The average motorist may be inclined to blame the quality of the cellulose for a finish which, in a few months' time, cracks and becomes shabby. In most cases, however, it is the application rather than the cellulose itself which is at fault; it is the "little more" which makes all the difference between a hard-wearing gloss, and a finish which is "worn away."

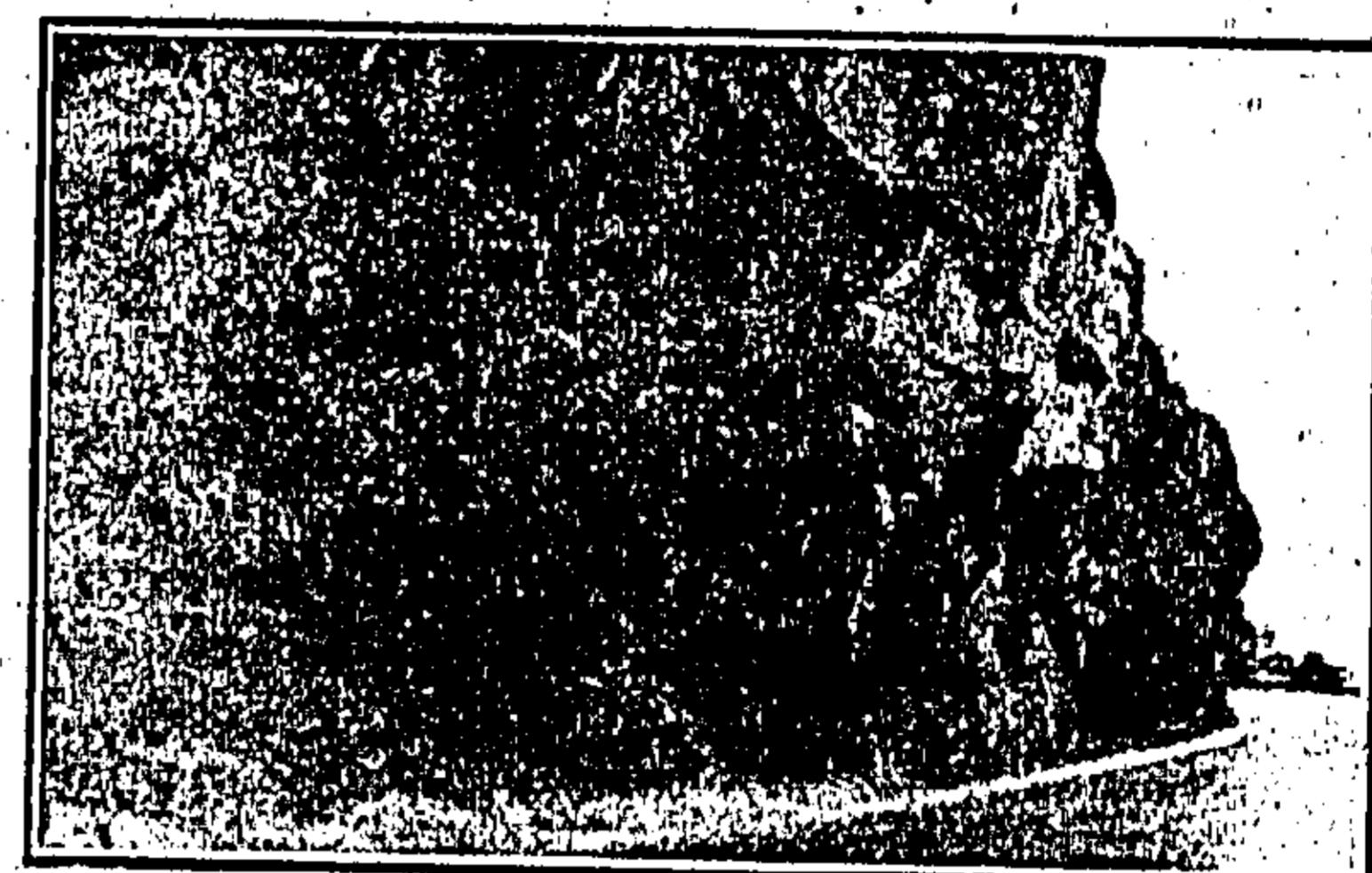
An example of this may be found in the Humber cellulose department. Humber have been famed for their coachwork for a quarter of a century and more, and the latest cars, which are, of course, cellulose finished, are in keeping with the company's reputation. In the last three years 19 different makes of cellulose have been subjected to thorough tests, and the experts of the department have finally settled on one particular brand. But it is not the merits of this brand alone which are responsible for the gloss and durability; rather is it the care with which the material is applied.

There are folk who think that two coats of cellulose, sprayed on to any clean surface, will give a lasting finish. They would be surprised were they to visit the Humber paint-shop, for the operations there, in cellulose, are numerous as in the old days of coach painting.

Before any cellulose is applied, for instance, every body is treated with six or seven primary coats, and is rubbed down after each process. Then comes a coat of colour paint and another face down, and then follow three coats of cellulose, a final application of amyl acetate and more rubbing and polishing.

There is no mass production of the nasty sort at this well-established concern—each body is made to measure and dressed like an "exquisite." The result is a finish which, so far as can be seen at present, lasts indefinitely.

ON THE CASTLE PEAK ROAD.



The above picture shows an overhanging rock on the Castle Peak Road, not far from the recent landslide just beyond the 15th mile. We understand that this rock has been kept under observation for some months past, and that by reason of cracks appearing it is considered to be dangerous. The Government evidently also has it under observation, as marks have been made which show definite signs of movement. At the meeting of the K.R.A. Committee on Monday last, the matter was discussed and it was decided to draw the attention of the authorities to the danger.

SEGRAVE ON BRAKES.

Witness in Patent Dispute.

GOLDEN ARROW TYPE.

Sir Henry O'Neill Deane Segrave, the holder of the world's motoring speed record, gave evidence before Mr. Justice Astbury recently in the Chancery Division in an action brought by the Socete Anonyme Servo-Frein Dewandre, a Belgian company, against Citroen Cars, Ltd., of Brook Green, Hammersmith, for the alleged infringement of the plaintiff's patent for vacuum brakes on motor vehicles.

The defendants deny the alleged infringement.

Sir Henry Segrave stated in reply to Lord Halsbury that he had been interested in a considerable time in motorizing and recently accomplished in America a record with his car, the Golden Arrow. Two Brakes on Golden Arrow.

Lord Halsbury: "On the Golden Arrow were there two mechanisms fitted in accordance with the Dewandre invention, one for actuating the brakes and one for actuating the clutch?"

Sir Henry: Yes. He added that for some time before 1919 there was a desire in the motoring world for the more efficient braking of cars, and the four-wheel brake was introduced. He agreed that an intermediary system of power braking was necessary between the foot and the pedal mechanism, but there was no such system of vacuum braking before 1919. The Dewandre brake was the first four-wheel brake which was successful for practical commercial purposes.

Lord Halsbury: Since the fitting of the Dewandre brakes on the Golden Arrow, have you become a director of the plaintiff company in England?—Yes.

Dewandre Make Preferred.

Thirty-six companies abroad, Sir Henry stated, had standardized the Dewandre brakes and hundreds of thousands of them had been supplied. In his experience the plaintiff's system was absolutely satisfactory.

Cross-examined by Mr. F. E. Bray, for the defendants, Sir Henry said that in the last 10 years the normal speed of cars had greatly increased and much heavier cars were used—such as lorries, charabancs, motor-coaches, and vans. Four-wheel brakes were introduced to cope with high speed and heavy weight and were used in all racing cars. He considered a vacuum brake more efficient than a compressed air brake, which was more delicate. He had personal experience of the Dewandre brake for about five years. He had tried every known system and preferred the

NEW CHEVROLET.

Bodies Built by Fisher.

WOOD AND STEEL.

It is no longer necessary for buyers in the lowest price six-cylinder field to compromise between their desire for a six and their desire for body style, comfort and excellence. In the new Chevrolet six, a Fisher body of composite wood and steel construction is offered for the first time in automotive history on a six-cylinder chassis in the lowest price field.

Bodies of composite wood and steel construction have long been standard in the higher priced and quality car groups, because engineers admit that this is the only type of automobile body construction which permits of maximum strength, maximum resiliency and maximum safety.

In addition to its superior construction, the new Chevrolet body has many typically Fisher style and appearance features which make it all the more outstanding in its field. A feature new to this price class is the adjustable driver's seat in the closed models of the new Chevrolet Six. A regulator, so placed as to be easily accessible, allows the seat to be moved to suit the driver's comfort without exertion and while the car is in motion.

BARGAIN

TWO-SEATER OAKLAND

Mileage between five and six thousand. Owner Driven.

Price - - - \$1,500

Apply

LANE, CRAWFORD, LTD.

POET'S GRANDSON.

Becomes Secretary of Dunlop Organisation.

A grandson of Lord Tennyson, the poet laureate, is now secretary of the Dunlop organisation at its headquarters in London. He is Mr. C. B. L. Tennyson, C.M.G., who, until taking up his present appointment, was deputy director of the Federation of British Industries.

Mr. Tennyson is the second son of the poet's younger son and a cousin of the famous English sportsman, the present Lord Tennyson. He himself has played for Cambridge University against Oxford University at golf.

Dewandre brake. It was the most simple system to fit to a car. Improvements had been introduced, but there had been no alteration in the last three years.

The hearing of the action was not concluded.

1930 HARLEY DAVIDSON EXPECTED SOON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

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ONLY A FEW LEFT!

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REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

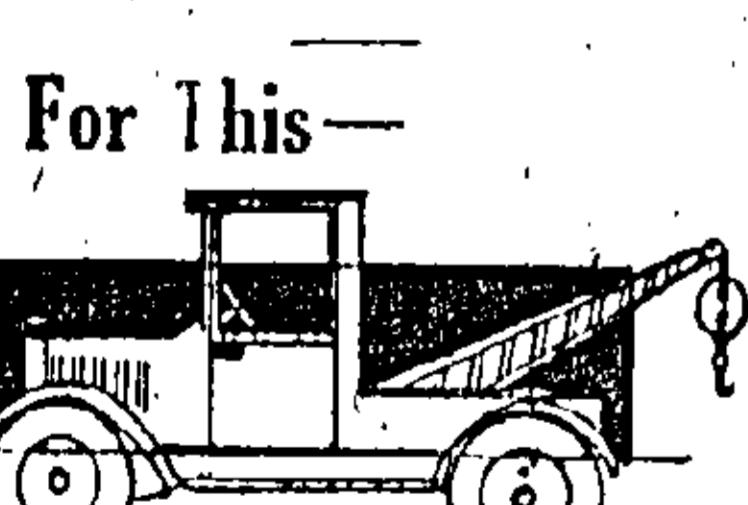
A GOOD ASSORTMENT OF SPARE PARTS AND

ACCESSORIES IN STOCK.



The Thames Embankment is associated so closely with the various successive eras in public lighting, that it is interesting to know that a new and remarkably efficient system has recently been installed by The General Electric Co., Ltd. This splendid boulevard is now as brilliant a spectacle by night as it is by day, and the above picture taken at night conveys an impression of the vast improvement effected.

For This—



C. 3193

Lane, Crawford, Ltd.
MODERN MOTOR SERVICE.

Effecto



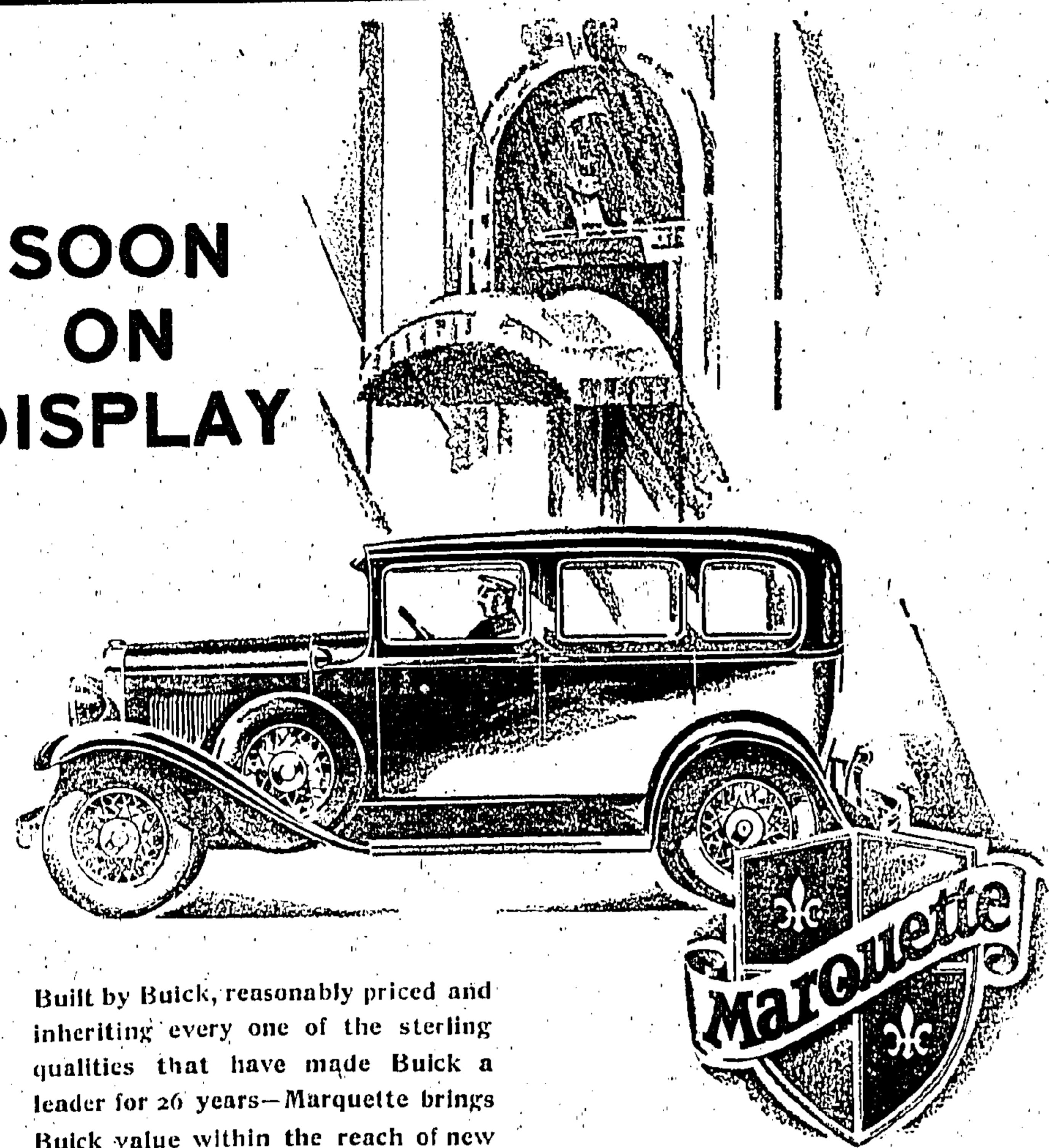
P. 208

THE PEAK
PEAK GARAGE

FORD SHADES.
Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.

SOON ON DISPLAY

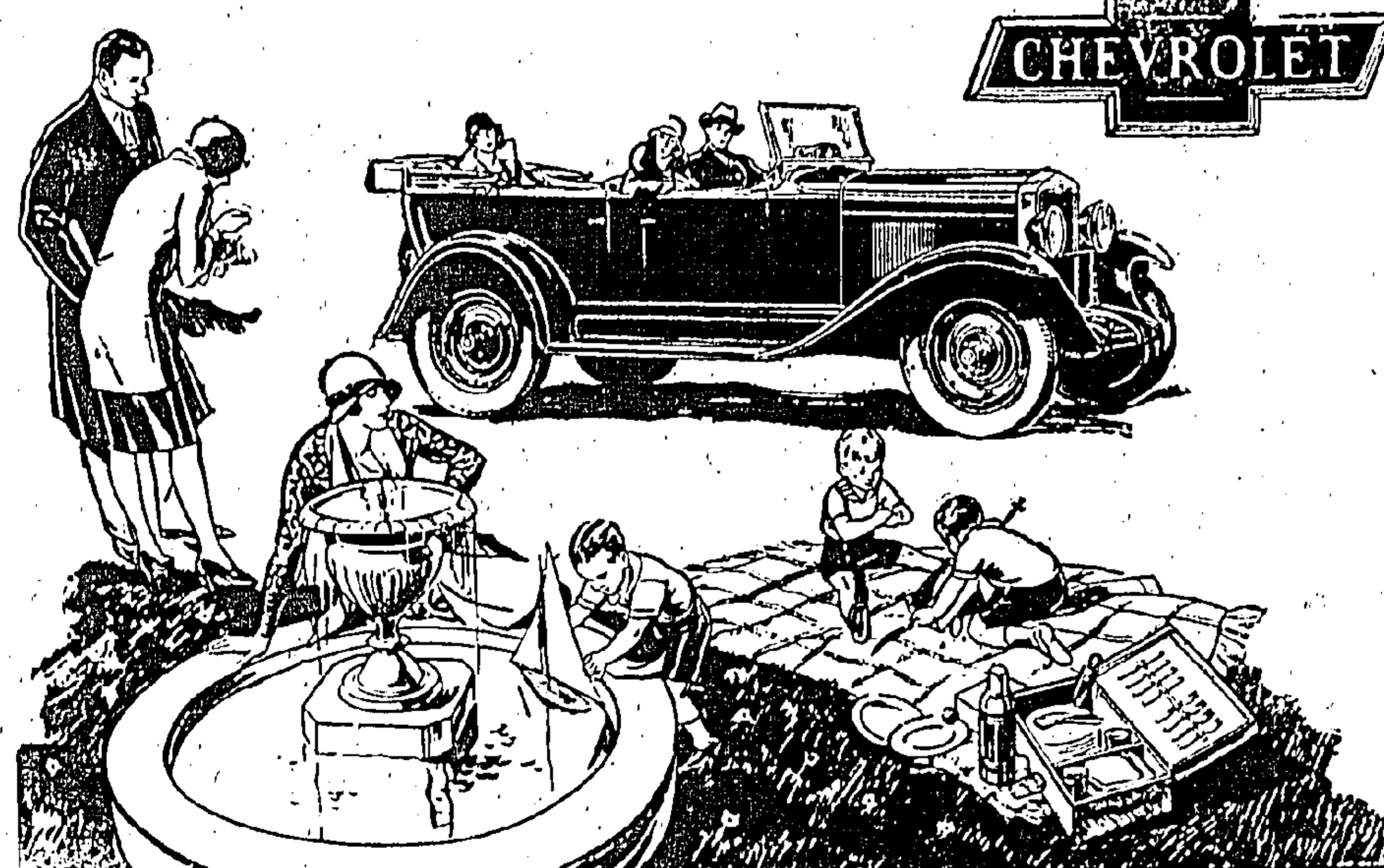


Built by Buick, reasonably priced and inheriting every one of the sterling qualities that have made Buick a leader for 26 years—Marquette brings Buick value within the reach of new thousands. Be sure to see this sensational new car. It will be on display at our showroom very soon.

BUILT by BUICK

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.

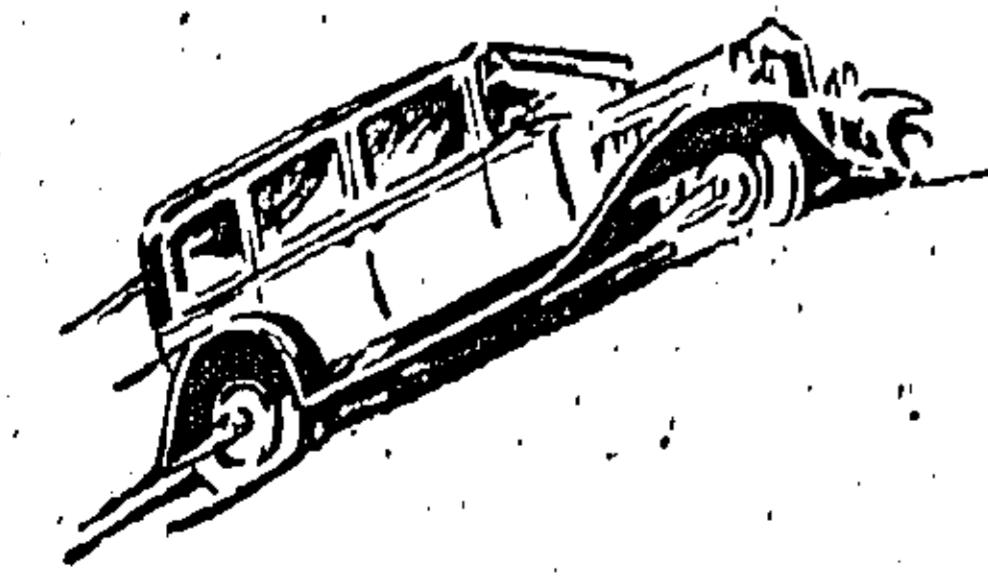
33, WONG NEI CHUNG ROAD, HAPPY VALLEY.



Yes — It's powerful

32% More Power
20% More Speed

The Outstanding Chevrolet
of Chevrolet History.



The driver of the New Chevrolet gets a new thrill when he is behind the wheel of the New Chevrolet. Never in his experience has he enjoyed such remarkable performance in a low-priced car.

When extra power is needed on steep hills, Chevrolet's new accelerating pump instantly releases a reservoir of surplus power the moment your toe steps on the accelerator.

And when occasion calls for a sudden burst of speed the New Chevrolet leaps forward instantly.

Let us show you this and many other new features that not only assure such brilliant performance, but carry Chevrolet's reputation for remarkable economy a big step forward.

Why not arrange for a demonstration ride to-day?

THE HONGKONG HOTEL GARAGE.
READY FOR DELIVERY

Tourer.....	G\$790	Sedan.....	G\$880
1½ ton Truck Chassis	G\$755	Roadster.....	G\$7 0

The new Chevrolet Phaeton. The top can be easily and quietly lowered.

DO YOU REVERSE?

A Few Hints for the Novice.

[By Arrangement with the *Morris Owner*.]

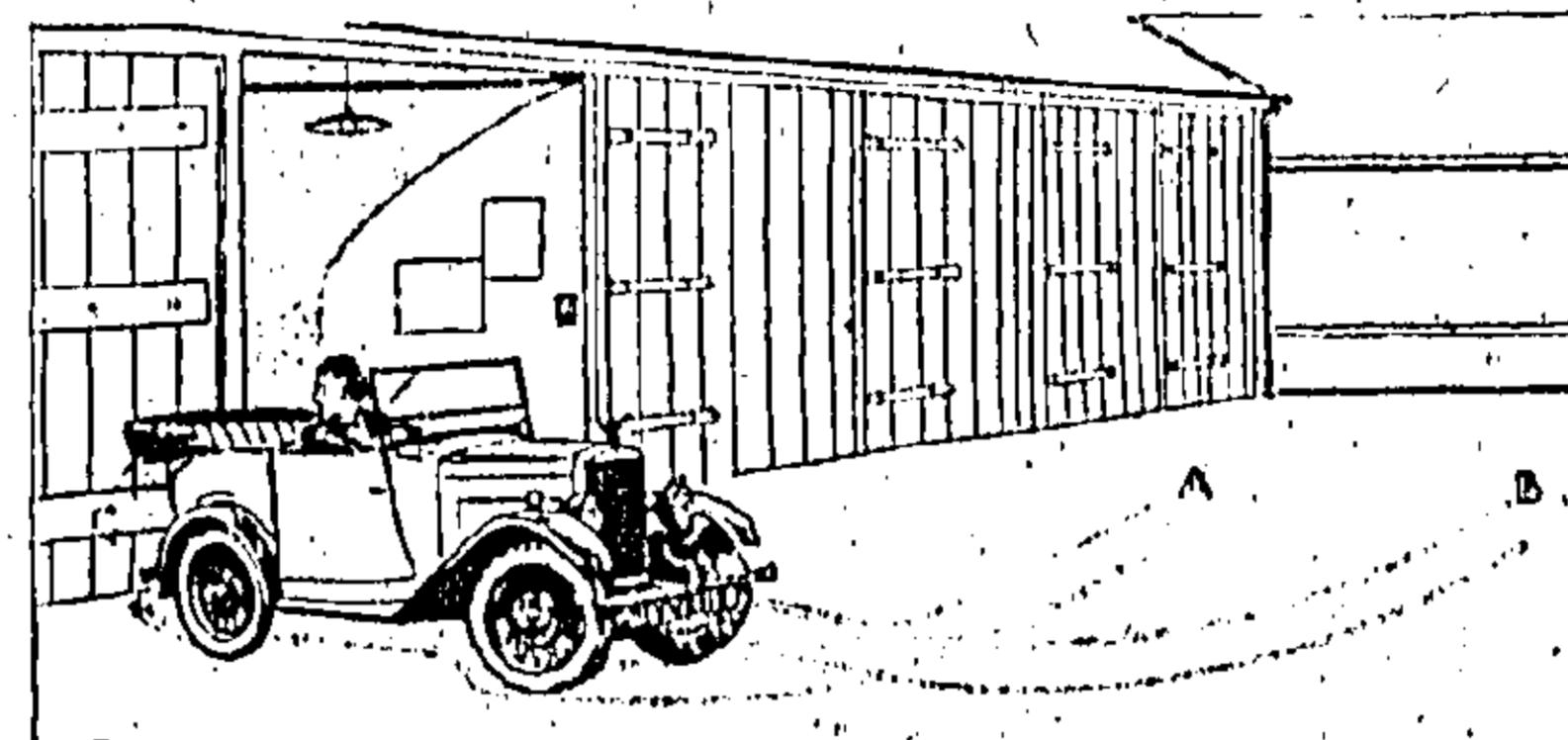
Some drivers there are to whom reversing is and always has been something of a nightmare, and these individuals are by no means always members of the "awkward squad" where ordinary or even tricky work of the forward gears is called for. Others—probably the great majority of drivers—admit feeling distinctly at sea when reversing has to be done; even after some years at the wheel they somehow cannot "get the hang of it." What general principles, then, can be laid down for the guidance of all who lack confidence?

Reversophobes.

Some years ago the present writer hit upon a rather curious method of overcoming "reversophobes" (if there be such a malady) in a novice, that worked well and has worked well several times since. His patience with the pupil being all but exhausted, and the wings of the car and garage gate-post showing signs of fatigue, he tried taking to the water for awhile.

Far better, if the space is there (as it usually is) to stop well over at the far side of the yard and then come back the extra fifty yards or so—no urgent full locks will have to be made and the latter half of the reverse will be in a straight line. But he who hopes to save time or avoid trouble by stopping somewhere just outside the lock-up or shed makes a great mistake, for any slight error of judgment in the lie of the car when stopped will mean a difficult reverse, if not having to go over to the far side again.

The aim in reversing into a narrow passageway or similar place, should be to get into the straight line required at the earliest possible moment and then go straight in, looking along the side of the car pretty much as one aims a gun. Out in the yard or street there is plenty of space in which to swing the front wheels about—in the immediate neighbourhood of the gate-



The principal cause of this trouble is that the driver began to reverse when his bonnet was in the position A—far too close to the garage opening. If he had taken advantage of the ample space at his disposal, and started from B, all would have been well. As it is, he will probably have to pull out to B in any case.

What the pupil for some reason post or other, obstacle there is or other could not grasp was that precious little. As a rule it is possible to turn the steering wheel to satisfy oneself that there is width enough and then to steer by the off-side of the car only, but, of course, nothing must be taken for granted. Occasionally one has to steer by the near-side, which is awkward, but by no means impossible if the driver's frame is long enough to enable him to keep his feet on the pedals while looking out on the other side, but for such as are physically incapable of such acrobatics, the services of an observer become necessary.

A Boat Analogy.

Now in steering a boat of any kind this is the normal state of affairs. A little practice, therefore, at the tiller of a dinghy fitted with an out-board motor (but almost any river craft would do) worked wonders with this pupil. She soon understood that on putting the tiller over the first thing that happens—seconds, almost, before the course of the bow seems to have altered appreciably—is that the stern swings out.

Of course something rather similar happens when steering a car in an ordinary forwards direction—the back wheels cut in on the front wheels. But even the novice is rarely troubled much over this; he soon gets to understand that if he turns on a sharp lock without having at least a clear foot between his front wheel and the kerb or gatepost on the same side, there will be trouble. What he fails to appreciate is the suddenness of the sideways lurch each time the steering wheel is moved when reversing, so that it does not do for him to say to himself "that's the leading end of the car clear—the other end is bound to follow." Both ends must be watched unless running dead straight.

Back First.

In general, it is considered better practice to back off the road into the garage or private yard, as there may be no room to turn round inside, and it is obviously preferable to come on to the road travelling forwards. As a rule, too, this practice ensures that such little delight as is offered in the strange garage will be available for the bonnet end of the car, where it is most useful. This general rule is, however, subject to some modification in special circumstances, as in entering a strange place on a dark night.

Incidentally, when reversing, leave the driving mirror severely alone—to rely on it is both useless and dangerous.

U.S.A. BABIES.

Austins in U.S.A.

Speaking at a luncheon in honour of Miss de Havilland in London, Sir Herbert Austin said that he expected shortly to form a 5,000,000 dollar company to produce Austin cars in U.S.A.

Miss de Havilland had just completed a world tour in the baby car, during which she visited Australia.

In Paris, according to the social editor of a London paper, it is not considered at all chie for a woman to drive a large car. To be in the mode she must have a tiny saloon car.

ARGENTINE RACE.

Victory for Studebaker.

POPULAR SPORT.

That automobile racing in Argentina is vying in popularity with football, the country's national game, is apparent by the widespread interest attendant on the many races that have been planned for this year. In past years custom in this South American republic has decreed that the driver winning the various races receives wide recognition for his skill in piloting his car, while the automobile itself was secondary.

With the increased number of American Automobiles in Argentina each year, public laudation is rapidly turning to the merits of cars that are capable of standing up under the strenuous tests that are necessary to successfully finish these events.

One of the most prominent races held so far this year was the Grand Premio Standard. The run was a round-trip between Buenos Aires and Mar Del Plata, a fashionable seaside resort. Only strictly stock model cars were permitted to participate in the 640-miles run. Miguel Viggiano, driving a Studebaker President Eight, was awarded first place in this popular event.

Studebaker cars first attracted attention over the route between Buenos Aires and Mar Del Plata, when an Erskine Six established a new record for the course. Although the run was not under official observation, wide attention was attracted when the Erskine delivered Buenos Aires morning papers in Mar Del Plata nine hours earlier than the scheduled time.

The Erskine's average speed of more than 37 miles per hour over the muddy roads, drenched with heavy rains, was heralded as a miraculous feat for both the driver and the automobile.



CHRYSLER
—above
all others.



SOLE AGENTS

**The Republic
Motor Co.
of China.**

(Successors to LUNG & Co.
Auto Dept.)

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MOTOR UNION
INSURANCE CO. LTD.

Incorporated in England
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LIBERAL BONUS FOR CAREFUL DRIVING.

For full particulars apply to:
THE UNION TRADING CO., LTD.
York Building.

Phone C. 587.

\$2,100!

Hongkong Telegraph.

SEE PAGE THREE OF
THE MOTOR SUPPLEMENT.

Pictorial Supplement

August 17th, 1929.

YOU HAVE THE COURAGE TO
INVEST MONEY IN MER-
CHANDISE TELL
THE PUBLIC ALL ABOUT IT!

In other words—
ADVERTISE IN
"THE HONGKONG TELEGRAPH."



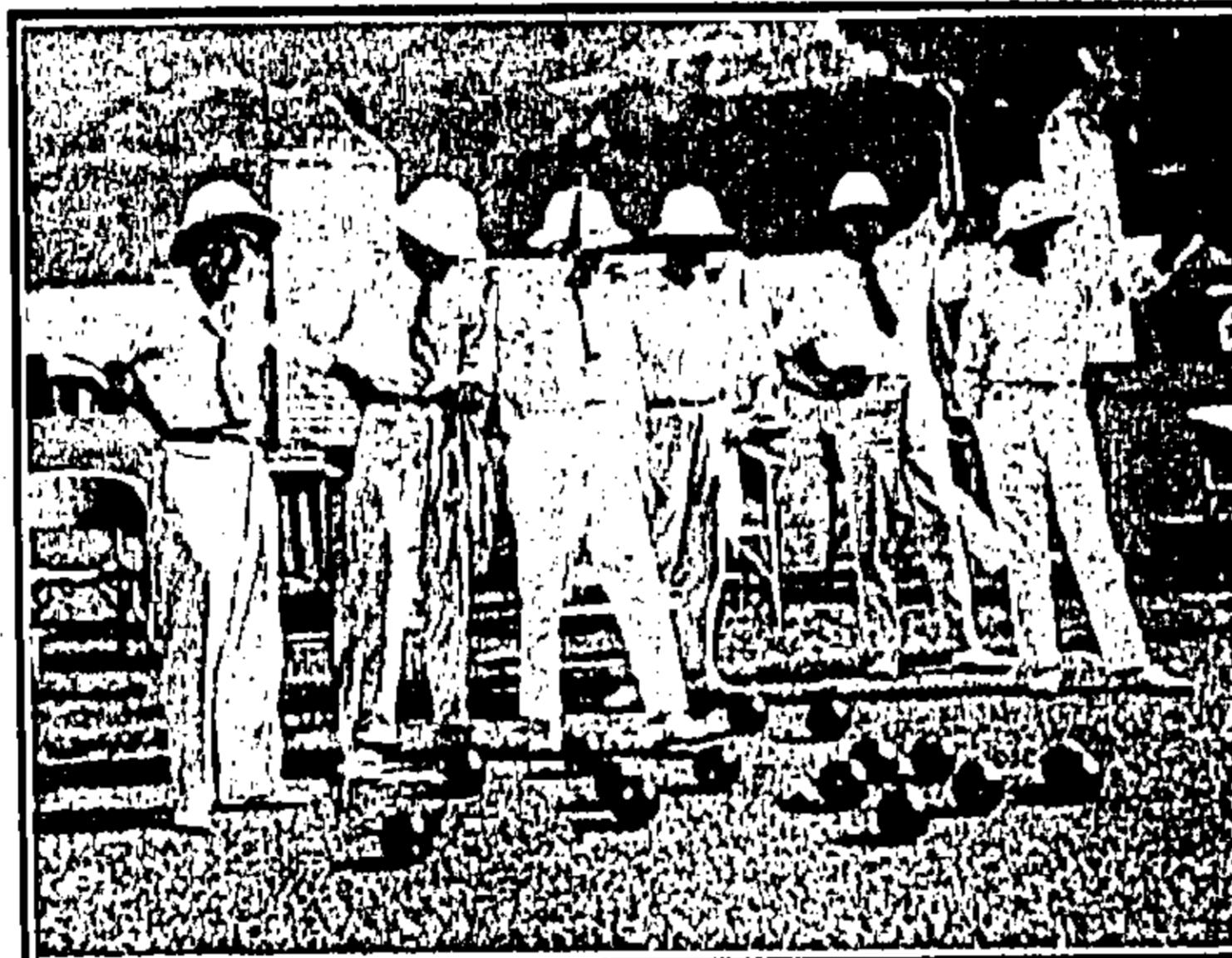
Here is an official group of the Russian Communists arrested at the Soviet Consulate at Harbin by the Chinese authorities. Their release is now being demanded by Russia as a preliminary condition of negotiations for a settlement of the Sino-Russian trouble.



This strange-looking picture is an aerial photograph taken of Cheung Chau Island. It gives an excellent idea of its odd shape. (Royal Air Force Official Photograph).



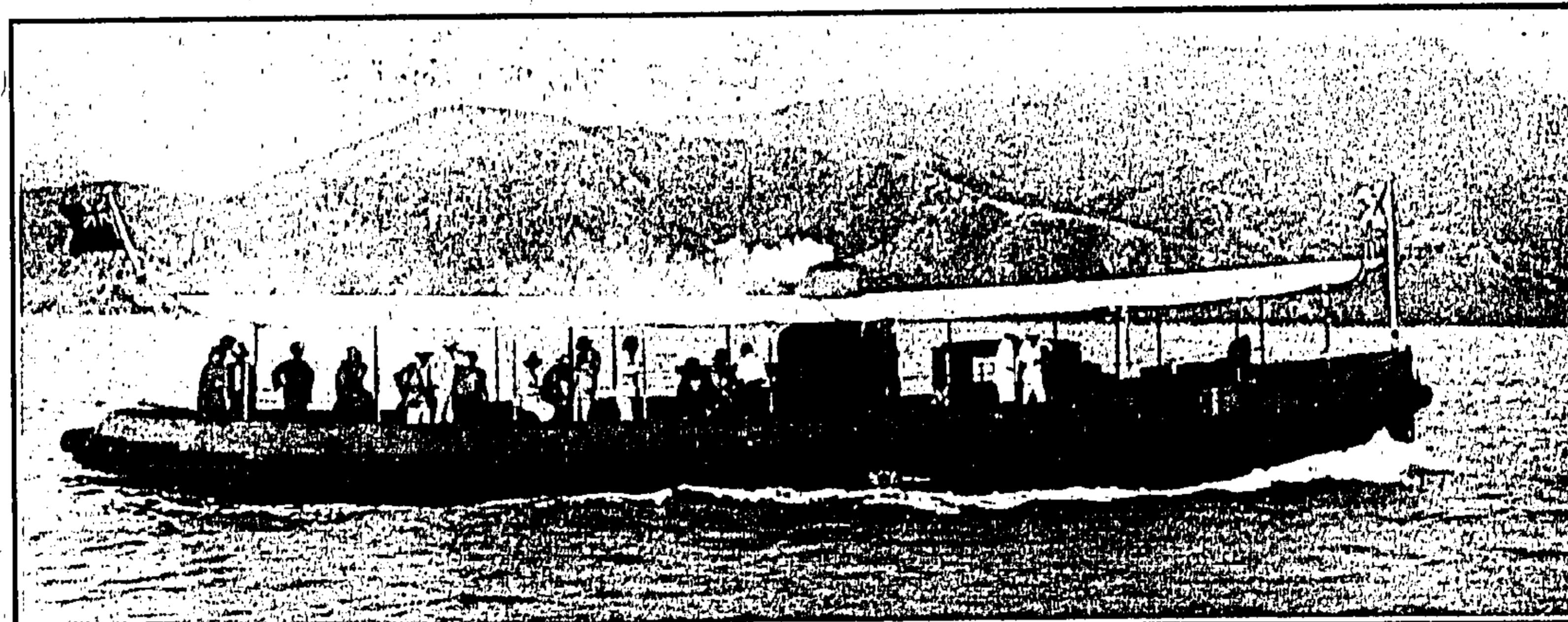
Photo shows M. Ouchavsky, an official of the Soviet Consulate at Harbin (third from left) who was caught burning documents in the stove shown in picture.



A good head at the match in which Cralengower beat Taikoo by 82 shots to 36. (Photo: Mee Cheung).



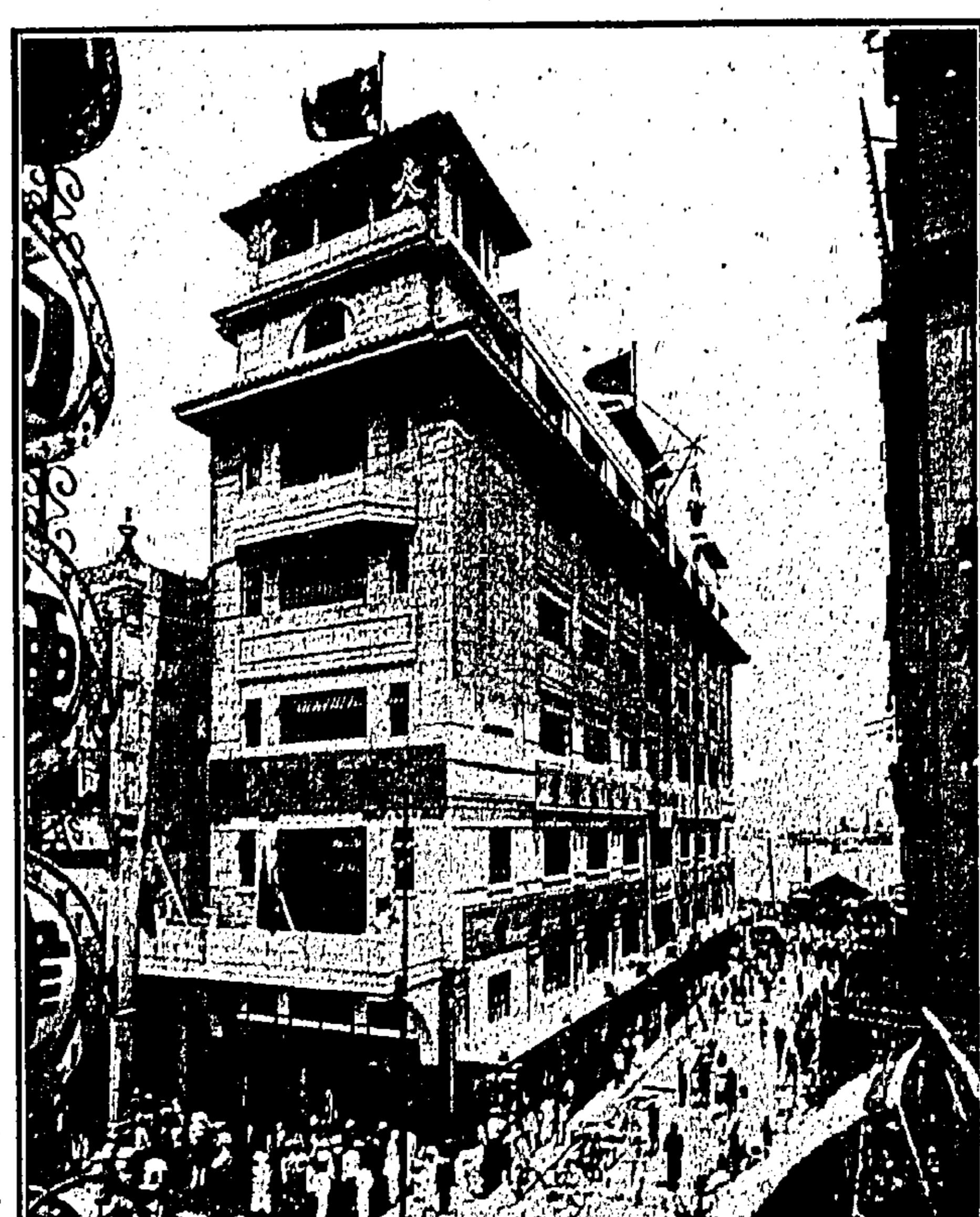
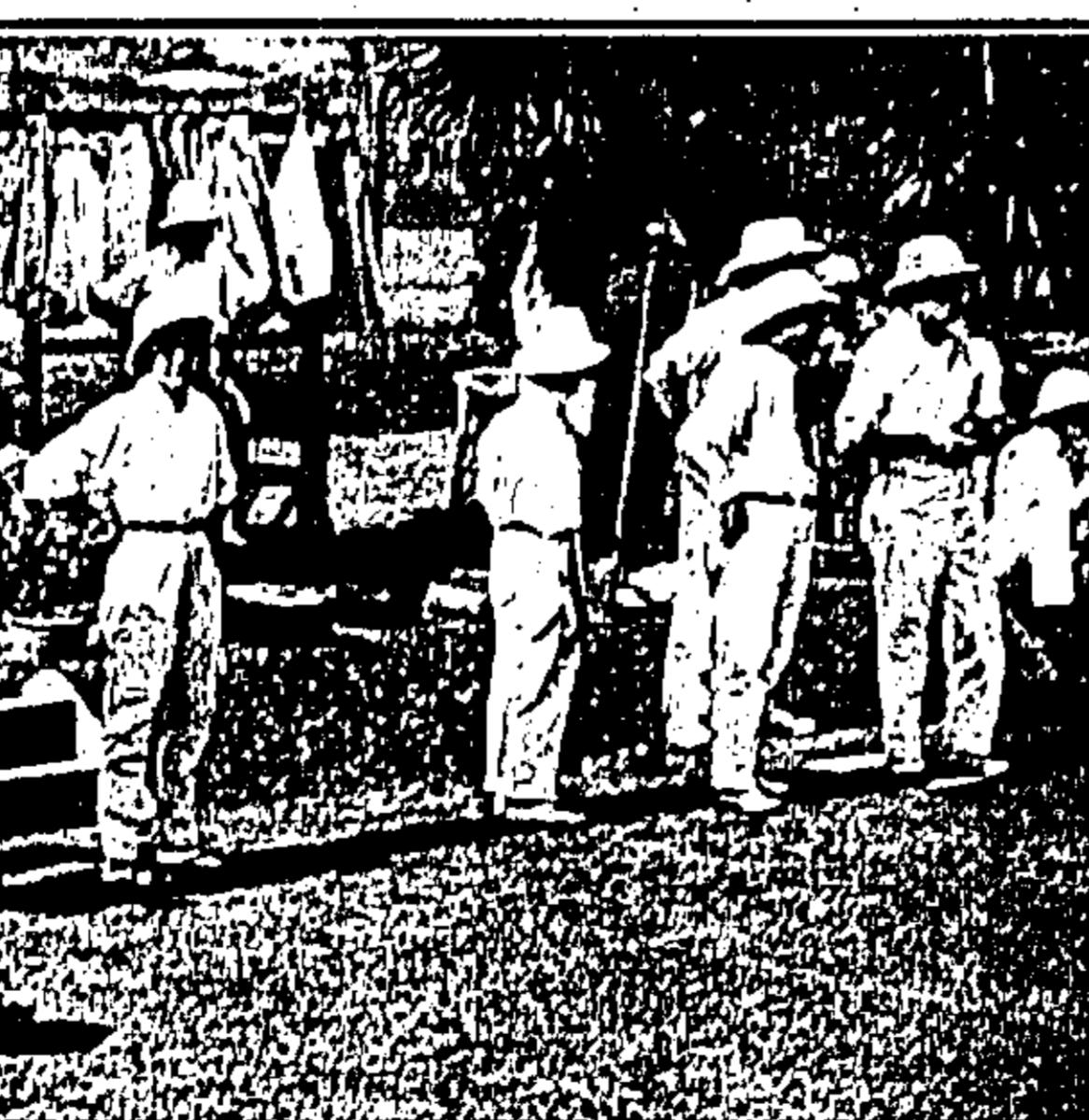
Snapped at the match in which the P.W.D. beat the Education Department by 22 shots to 19. (Photo: Mee Cheung).



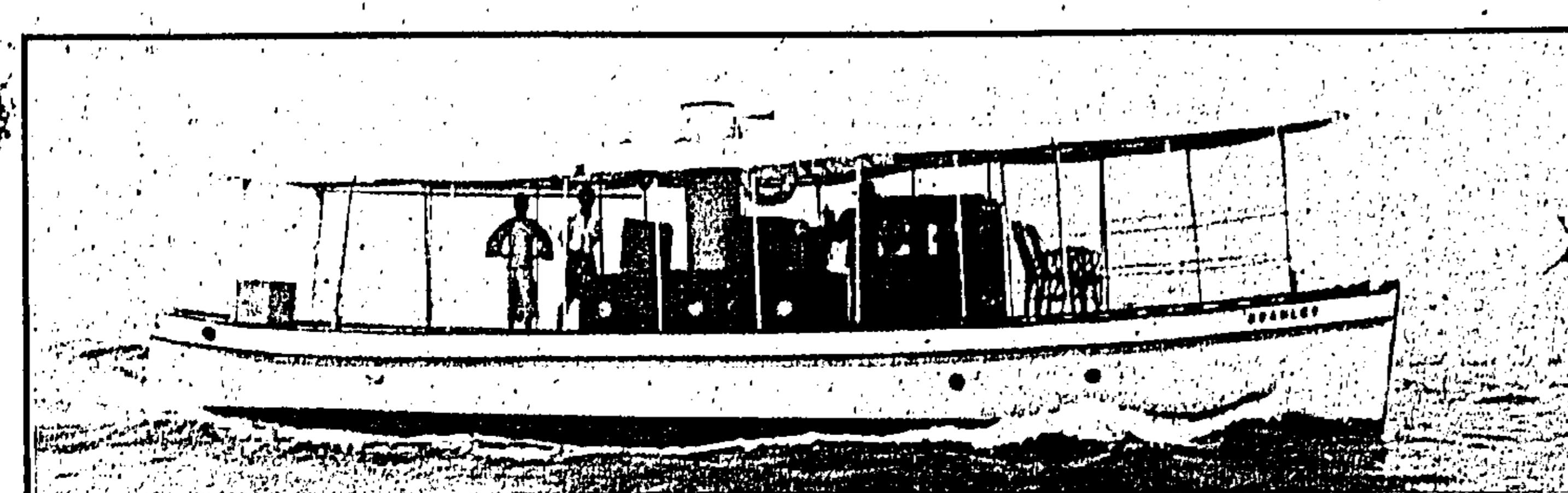
This picture shows the motor launch "Petreux I," built for the Asiatic Petroleum Co., Ltd., by the Hongkong & Whampoa Dock Co., Ltd. She is 76' long, and fitted with twin Gardner engines, each of 48 B.H.P. On her trials she did 9.15 knots and has proceeded under her own power to Foochow where she will be put in commission.



Top, a snapshot at the match in which Kowloon C.C. defeated Civil Service by four shots on Saturday; bottom, play in progress in the 2nd Division game between Kowloon Bowling Green Club and Club de Recreio, which the former won by 67 shots to 40. (Photos: Mee Cheung).



This picture gives an excellent impression of the Sun Company's new premises in Des Voeux Road, photographed on the recent opening day. (Photo: Ming Yuen Studio).



The motor launch "Swanley" undergoing her trials in harbour. She was built by Cheung Lee for Messrs. Wang Lee & Co. and is equipped with single screw 36 H.H.P. Gardner engine. She is to be used in carrying stores to ocean-going and coastal vessels.



DON'T THROW AWAY THAT SUIT

Many in worse condition
have been restored to shape
that gave them a new lease
on life through our dry
cleaning process! Not the
old "dip and rub" method.
Renovations made our way
mean longer life for YOUR
clothes.

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88, Tai Sap Po, Canton Branch.



—THE MOST
IMPORTANT FOOD
OF ALL!

GIVE THE KIDDIES PLENTY
GUARANTEED PURE

THE DAIRY FARM, ICE, & COLD STORAGE CO., LTD.



FRESHER and BETTER
From

THE CLOVER
FLOWER SHOP

ICE HOUSE ST. Tel. 638.



LUNCH ABOARD AN AIR LINER.
"ANTI-AIR SICKNESS MENUS" ARRANGED.



With air passengers flying across the United States just like those who travel on trains, the newest problem in dietetics has arisen—it has to do with "anti-air sickness menus."

Passengers flying across the continent on at least one of the newly created air or combination air rail lines will even have their food picked out for them by experts.

Food, secondary as it might be considered to the items of time and safety, is so important that recognized leaders in dietetics are giving serious thought to this phase of the flight. The chief reason for a special diet is the possibility of air sickness, which is much akin to seasickness.

Experiment With Menus.

In order to avoid such unpleasantness, therefore, officials of every line operating through Kansas City and others planning to cross the country by other routes are experimenting with various foods and menus to assure a pleasant and healthful trip to the passengers.

Over the "Lindbergh Line," which the Transcontinental Air Transport is soon to operate in cooperation with the Pennsylvania and Santa Fe railroads, Fred Harvey, head of the company that runs a string of railroad restaurants throughout the west, is submitting himself to food tests for the benefit of air passengers. Harvey is a pilot and aviation enthusiast himself and personally scoffs at air sickness as something to worry about. But some passengers might not like the peculiar dipping and swerving of the ship, so he has considered them in his tests.

This line goes by rail from New York to Columbus, Ohio, thence by air to Winslow, Ariz., and then by air to Los Angeles.

Served at Airports.

A competitive line going out to Los Angeles by rail and air, is that run by the Universal Aircraft Corporation, linking the New York Central from New York with planes from Cleveland, through Chicago and Kansas City to Garden City, Kas., and then by rail again to Los Angeles. On this line, no meals will be served aboard the planes, but light meals will be prepared for passengers at airports where the planes stop.

The Western Air Express, promoting a direct all-air route between Kansas City and Los Angeles, has for several weeks been testing various diets for its passengers. Under the direction of Herbert Hoover Jr., son of the president, Mex. Snyder, matre de hotel, and Paul Kienzle, chef of the Hotel Baltimore, have been putting up individual box lunches



The picture above shows how lunch is served to passengers aboard one of the big air liners in the new U. S. transcontinental service, thousands of feet above the earth. Below is Fred Harvey, restaurant expert, who has been busy planning suitable menus for air travellers.

carefully worked out on their diet plan. Each box contains, besides napkin, paper dish and silverware, a sealed glass of iced tea with lemon, a thermos jar of lemon ice, a baked ham sandwich on white bread with the meat thoroughly dried of its grease, a chicken sandwich of white meat with butter, an apple, a hard-boiled egg and a firm tomato.

That's the summer menu. For winter a different dietary will be worked out.

Fluffy Foods Taboo.

This menu is somewhat in agreement with that which Fred Harvey has tentatively decided on for the Lindbergh Line. Grease and fatty foods, such as fried pork chops and plain chocolate bars, are taboo. Light dishes, sandwiches, salads, desserts that aren't too rich have remained on his menu and these most likely will be the foods prepared for the passengers.

Heavy meals will be eaten on the ground, but even these will be chosen with thought for the passenger's comfort.

"We are striving," says Harvey, "for a selection that will satisfy the hungry and appeal to the fusions and at the same time include foods, with the advice of medical men and dietitians, which will encourage the appetites of the squeamish ones not accustomed to air travel. The foods above all must be easily digested and tend to overcome any nervousness or physical discomfort on the part of the passenger."

Light Refreshments Afoot.

Light refreshments to be served at mid-morning and mid-

afternoon between St. Louis and Kansas City and between Winslow and Kingman, Ariz., have been chosen with the same idea in mind. These may consist of lemonade, iced tea or bouillon and cakes or waffles.

Since the amount of food that can be taken aboard any of the airplanes is limited to about 50 pounds, including container, dishes and utensils, for all passengers, extreme ingenuity is required in preparing the menu. To allow more weight for food, special containers and utensils have been designed for the purpose.

The container has a compartment for trays to carry the food and another compartment for the silverware, dishes and napkins. The hot and cold drinks will be carried in thermos containers.

"A complete set-up will be made on portable tables aboard the planes," Harvey explains, "and served by the ship's courier in a manner approaching as closely as possible the atmosphere on the ground. We have endeavored to simplify the service as much as possible."

CARE OF THE DOG.

SOME USEFUL HINTS TO OWNERS.

Most of us realize the importance of keeping our canine pets in the best of health. It's so simple once you know the ropes thoroughly, and such a shame to see a good dog being spoilt through carelessness or neglect!

Don't give your dog food at any hour of the day. Let him have regular meal times, just like baby. A puppy should be fed three times a day until he is "grown up," after that twice a day is all right. Convenient hours for feeding are 9 a.m. and 6 p.m., giving a change of food at each of these meals.

See that he always has a plentiful supply of fresh water. Change this frequently in the hot weather; stale lukewarm water won't appeal to your pet, and it isn't good for him.

Flesh may be given, cooked or raw. It's a good plan to feed him on uncooked meat and broken-up biscuits three days a week, and the remaining four on cooked meat, using the broth for soaking the biscuits. Most dogs are also fond of fried meat.

Exercise your dog as frequently as you feed it. Let him have plenty of fresh air regularly.



A new portrait of Billie Dove, one of the most beautiful actresses on the screen, who is starred in First National Pictures, and one of whose latest pictures is "Circus" with Antonio Moreno and Noah Beery in the cast.

AFTER SOUTH SEA BUBBLE.

RUSE TO OFFSET A RUN ON THE BANK.

Mr. W. Martson Acres, lecturing before the London Society, at the hall of the Royal Society of Arts, John Street, W.C., told how the Bank of England once experienced a "run" and how various subterfuges were devised to meet the situation. He was for thirty years an official of the Bank, and he is now engaged on research work among its records and archives.

After the bursting of the notorious South Sea Bubble in the early part of the eighteenth century, said Mr. Acres, a crisis developed, and the Bank had considerable difficulty in maintaining its credit. A number of ruses were resorted to in order to gain time for friends to rally to its support.

One expedient was to pay demands for cash in shillings and sixpences. Another was for the cashiers to pay large sums to certain friendly individuals who, by previous arrangement, went out at one door with their bags of money and returned shortly afterwards by another entrance to pay it all in again.

The process of counting the small coin when it was paid out and again when it was returned took considerable time and held off genuine would-be withdrawals. By such means the Bank's store of coin was husbanded until the crisis had passed.

"The Old Lady."

The night military guard at the Bank dated from the time of the Gordon Riots in 1790. At first the City Corporation raised strong objection to what it deemed an interference with its control of the City and the citizens generally complained bitterly of the arrogant behaviour of the soldiers, who marched two abreast along the Strand, Fleet Street and Cheap-side, jostling and pushing people out of their way.

Various attempts had been made to account for the Bank's nickname, "The Old Lady of Threadneedle Street." He thought it originated from a cartoon of that title, drawn by James Gillray, in 1797. It depicted William Pitt endeavouring to obtain possession of the Bank's gold.

Gillray probably got his inspiration from a speech made by Richard Brinsley Sheridan in the House of Commons in March, 1797, when Sheridan referred to the Bank as "an elderly lady in the City of great credit and long standing who had unfortunately got into bad company."

It begins to look as if Ima Claire, whose recent marriage to John Gilbert sort of upset Hollywood dopesters and even caused one young actress to pull a fake suicide stunt for the publicity there was in it, won't have much time to spend with friend hubby for the next few months. With her first film, "The Awful Truth," just getting under way, plans already have been made for the next one. It will be "Where Were You," and

LATEST HOLLYWOOD GOSSIP.

JANET GAYNOR TO BE SEEN IN NEW ROLE.

Motion picture fans, who are used to seeing pretty Janet Gaynor in quiet roles similar to those of "Seventh Heaven" and "Sunrise" are about to get a look at her in an entirely new guise.

In her next picture Miss Gaynor will drop her demure sedateness and become very much the dancing, singing gadabout.

An elaborate musical comedy, "Sunny Side Up," is being prepared for her at the Fox Films studio at Hollywood. It will have lots of music and lots of dancing, and story, dialogue and songs are being made ready by the famous team of De Sylva, Brown and Henderson.

This will be a new venture for Miss Gaynor, who has heretofore had a part of this kind—but Fox executives are confident that in her new role she will repeat her former successes.



Janet Gaynor.

will be adapted by Ernest Bajdu from his play of the same title.

Griffith the star: . . . The movies are going in for newspaper pictures, too, following Broadway's lead, perhaps. Anyway, Douglas Fairbanks, Jr., and Jobyna Ralston have been chosen for leading roles in "The Power of the Press," which soon goes into production. . . . William Wellman, who won no little fame when he directed "Wings," is to direct "Tong War," a new Paramount picture in which the principal feminine role will be played by Florence Vidor (Mrs. Jascha Heifetz). An important part in the picture has been assigned to Wallace Beery.

MILLIONAIRES OF GERMANY.

RICH JUNKER-LANDED PROPRIETORS.

For the first time since the War a comprehensive view of Germany's millionaires has been issued by the financial department of the official statistical office. The time appears opportune in view of the discussion in Paris of Germany's ability to pay her reparations debt.

The pessimists are having it all their own way, presuming, as one may safely do, that these figures are correct. Taxes on capital are assessed very carefully, and rise automatically with the market value of land, the price of mortgages, or decontrol of rents. The German millionaire was, of course, a poor thing at the best time, compared with the dollar millionaire, and that most envied of capitalists, the very rich man in England. He can achieve the proud title with a capital of £50,000. The taxation figures for this and large fortunes are extraordinarily illuminating.

It is claimed officially that there are in Germany to-day 2,235 people with a capital of £50,000 and over (pre-war figure 15,549). Of these there are thirty-three capitalists owning more than £50,000 (pre-war 229); 140 capitalists owning between £250,000 and £500,000; and 465 capitalists owning between £100,000 and £250,000.

Berlin has most.

Berlin possesses the largest percentage of millionaires, with 290 of these £50,000 and higher fortunes among its taxpayers. Hamburg follows with 112, Leipzig, a bad third with fifty-five. Frankfurt and Cologne each possess forty-eight rich men respectively. Munich forty-two, Dresden thirty-six, Chemnitz and Bremen each twenty-one, Hanover nineteen, Essen thirteen, Breslau twelve, and Wiesbaden ten.

This rather odd distribution of wealth is brought about by the fact that the rich industrialists rarely live on the spot where their money has been made. The Ruhr industrialists like Dusseldorf, the Saxon manufacturer, likes Dresden. The great shipping millionaires do not willingly leave the ports. But the largest fortunes of all are owned by the great Junker-landed proprietors, who form a large percentage of the thirty-three multi-mark fortunes, to be called "Day."

THE BEST—OR WORST?

EPSTEIN STATUE WHICH DIVIDES CRITICS.

Jacob Epstein, the American-born Englishman who seems to be either the world's best sculptor or the world's worst, depending on the point of view, has gone and done it again.

Epstein's latest work is a huge statue done for the new office building of the company which runs London's underground railway system. It is called "Night," and like all of Epstein's other works, it has the critics divided and the general public bewildered.

The statue shows the gigantic figure of a woman, seated, with a man lying in her lap.

One critic remarks that this statue, "like all his work, will receive its share of abuse—and will survive to be admired by future generations."

Another, somewhat wrought up, declares:

"It has no psychological significance whatever. It is a great, coarse object in a debased Indo-Chinese style, representing a creature half-Buddha, half-mummy, bearing upon her knee a corpse-like child of enormous size."

And Epstein himself says:

"If the man in the street does not like the look of it on his daily way to work, he can always avert his eyes. In any case, the artist who considers the taste of the masses is a fool and is stifling his own art. Why ask the opinion of the man in the street at all? In all beauty there is an element of strangeness, of unfamiliarity, which ordinary non-creative people find alarming."

"In my Night there is a touch of the inhuman. That is appropriate to the vast, vague idea of night. You could not personify such an idea by an ordinary pretty human figure."

It's an Old Story.

And so the argument stands. Meanwhile, Epstein is hard at work on a companion piece to this statue, which will stand beside it on the front of the building and will be called "Day."



This photograph shows the new statue, "Night," which has created such a sensation in London. Inset is its creator, the sculptor, Jacob Epstein.

Fusses of this kind are nothing new for Epstein. Indeed, this is mild compared with some he has had.

Four years ago, for instance, admirers of the late W. H. Hudson, writer, wished to erect a bird memorial, in Hyde Park, to commemorate him, and asked Epstein to make it. A wild war-whoop of attack and derision was let loose when Epstein's memorial was unveiled. There were demands that it be removed from the park. There was even an argument about it in Parliament. Some young vandals stole into the park one night and daubed the thing with green paint.

Epstein, however, stayed serenely unmoved. Similarly, his statue of Christ in

1920 raised a storm of protest. Many preachers were deeply offended by the figure, which was not at all like the traditional figures of Christ. The storm finally died down, however—and Epstein sold the statue for \$10,000.

Epstein was born in the New York East Side in 1880, the son of Polish immigrants. Despite the poverty of his parents, he went through the New York public schools, and showed such talent in his art classes that a wealthy woman sent him to Paris, where he studied under the famous Rodin.

Completing his course of study, he elected to make his home in London, and in 1910, after he had become well established, he became a British citizen.

A Few of the Latest Vogues from Paris.



Luminous White Satin
Evening Gown With New
Bloused Waist, Swathed
Hipline, Long and Full
With Regular Hemline
—Philippe et Gaston

A Sheath of Black
Cre Satin Veiled
With Wide Mesh Lace
In Black and White
—Lenief



Sheer Figured Velvet
In Two Shades of Gray
On a White Background
—Philippe et Gaston

Figured "Lady Dress"
In Blue, Gray and Rose
Of Luxurious Sheen
That Blends to Give
Lavender and Rose Hues
—Bendel



Geometric Lines Are Used
To Obtain Chic in This
Golden Belge and Brown
Transparent Velvet
—Bernard

WHAT the well-packed trunk brings home from Paris gives authentic information as to what's what in the way of clothes. These items are new:

- 1—For evening Milady will wear satin, preferably.
- 2—For dinner, lace.
- 3—The correct daytime frock of unusual type will be transparent velvet, usually in printed pattern.
- 4—Coats favour soft, gentle fabrics, either nappy or smooth like becoming duchess, velours, soft homespuns, broadcloth.

The full skirt is an established fact. Tiers are excellent. The bloused waist over a tight hipline is the season's contribution to the silhouette. This brings back to us girdles, sashes, belts, bows, buckles and corsages.

This is going to be a season of dressy daytime frocks, apparently. The time has passed when a sports suit will do either for a matinee party or a tea. One has morning tailleur, to be sure. But one just must have some supply of "lady dresses" as the new, fuller, longer skirted frocks of softer line are called.

Evening gowns this season show less inclination towards the peaceful silhouette, with short front and trailing back-line, but will be longer all around and full. Side fullness is likely to be the psychological treatment for extreme chic.

Colours for wear after the electric lights begin to play, seem to give white a good place, with off-white for those who wear it better. Other colours become stronger as winter draws near and those that promise to be a correct choice are golden beige and yellow golden, tea rose shades, vivid red, sapphire blue, flamingo and a new vivid blue.

AT the left centre is shown a Philippe and Gaston evening gown of handsome fabrics and smart contrast. It is white satin, black tulle and touches of strass for the shoulder straps.

The decolletage is important for its yoked front with rounded neck and its dipping, V back-line.

This gown has the new bloused waist, the swathed hipline and the new, longer fullness, with regular hemline. The entire front panel is plentied black tulle over white, which falls from the yoke, is caught by the girdle and flares to fullness thereafter.

The dinner gown in the centre of the page achieves distinctive chic. It is a Lenief model of wide-mesh black and white lace over a sheath of black cre. Charmingly sophisticated is its batteau neckline, with tight, long sleeves, circular skirt with fitted hipline. A rose pink sash slips under the waistline to emerge blended with black satin in a pouf bow, with long ends on one side.

The frocks that will be hard to decide on—because there is such a profusion of them—are the "lady dresses" for daytime wear after the hour strikes noon.

Transparent velvets they will be, in all likelihood. And probably printed. Tones in brown run the gamut. But browns are not the only smart colours. One finds charming combinations of blues, pinks and greys.

THREE such "lady dresses" are shown on this page. The Bernard model at the lower right is of two tones of brown transparent velvet, a soft golden-beige and dark brown and is fashioned with smart chic. Triangle, square and circular lines are used together to attain unusual smartness.

The square neckline—a new touch—has a very long triangular jabot swinging from the left corner of it, that ripples down almost to the full skirt's hemline. Two triangles of dark brown give striking contrast to the lower edge of this jabot, with similar triangles in the bloused front portion of the dress and above the cuffs.

The circular skirt is gathered and the rounding girdle has folds laid in it, all tending to give a graceful and luxurious aspect.

Another "lady dress"—the one at the extreme centre right—is a blue, grey and rose pattern, of luxurious sheen, and colours that blend to give lavender and rose hues. It is a distinctly "feminine" frock, with its finely pleated skirt, its bloused waist, its soft sash ends, gathered sleeves and lace touches.

The lace touches are of the finest needle-thread lace, pale cream over flesh chiffon. Tiny undercuffs of the lace fall gracefully over the hands from cuffs that fasten with blue pearl buttons.

THE third "lady dress," at the upper right, is a very youthful figure model, of delicate loveliness in its two shades of tiny gray flowers, posed on a background of white.

Three things are very new about this frock. The tiered skirt, scalloped edges, the basque and the flounced tight sleeve, a quaint and appealing style.

All of these scalloped flounces and the basque are lined with white, as is the little collar that ends in a small jabot also with scalloped edges.

Coats show a wide variety of fur trimming. Lucky the lady who has a beautiful fox nestling around her neck. For fox retains its popularity.

The coat shown on this page is a Paquin model, of beige-brown cashmere-velour with fox dyed to match. Its sleeves are cut in one with the body of the coat, the cuffs roll back in a new and inspiring manner and the fox furs, with their heads in the back, fall loose in front, while the coat buttons up to the neck.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

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It may not be generally known that we repair any make of men's shoes with "K" English leather, imported direct from the "K" shoe factory in the Lake District. The highly skilled workmen we employ turn out a job of which we are proud.

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& Co. Ltd.
MEN'S WEAR
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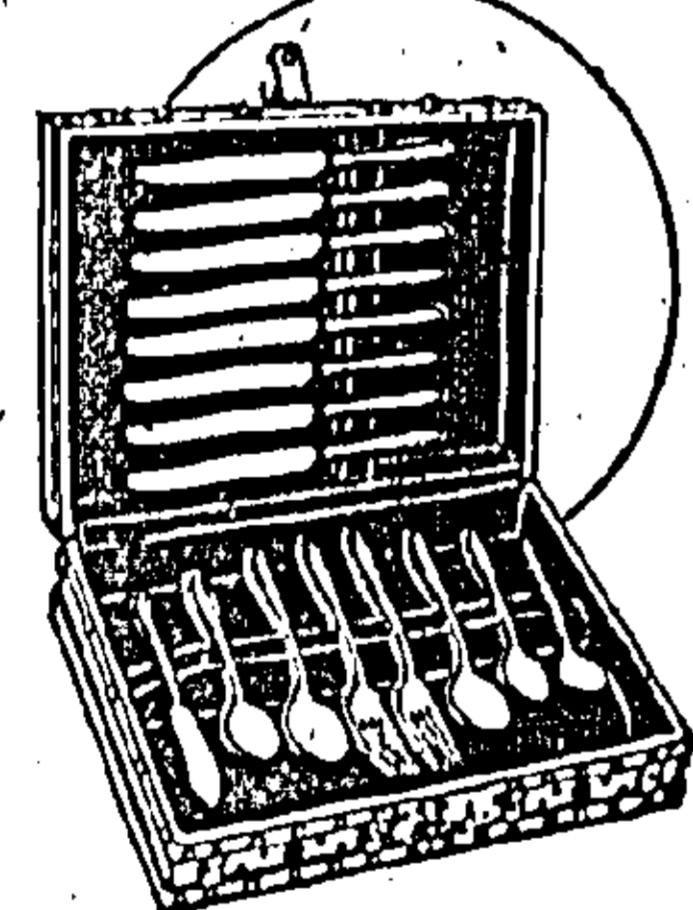
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Useful Gifts

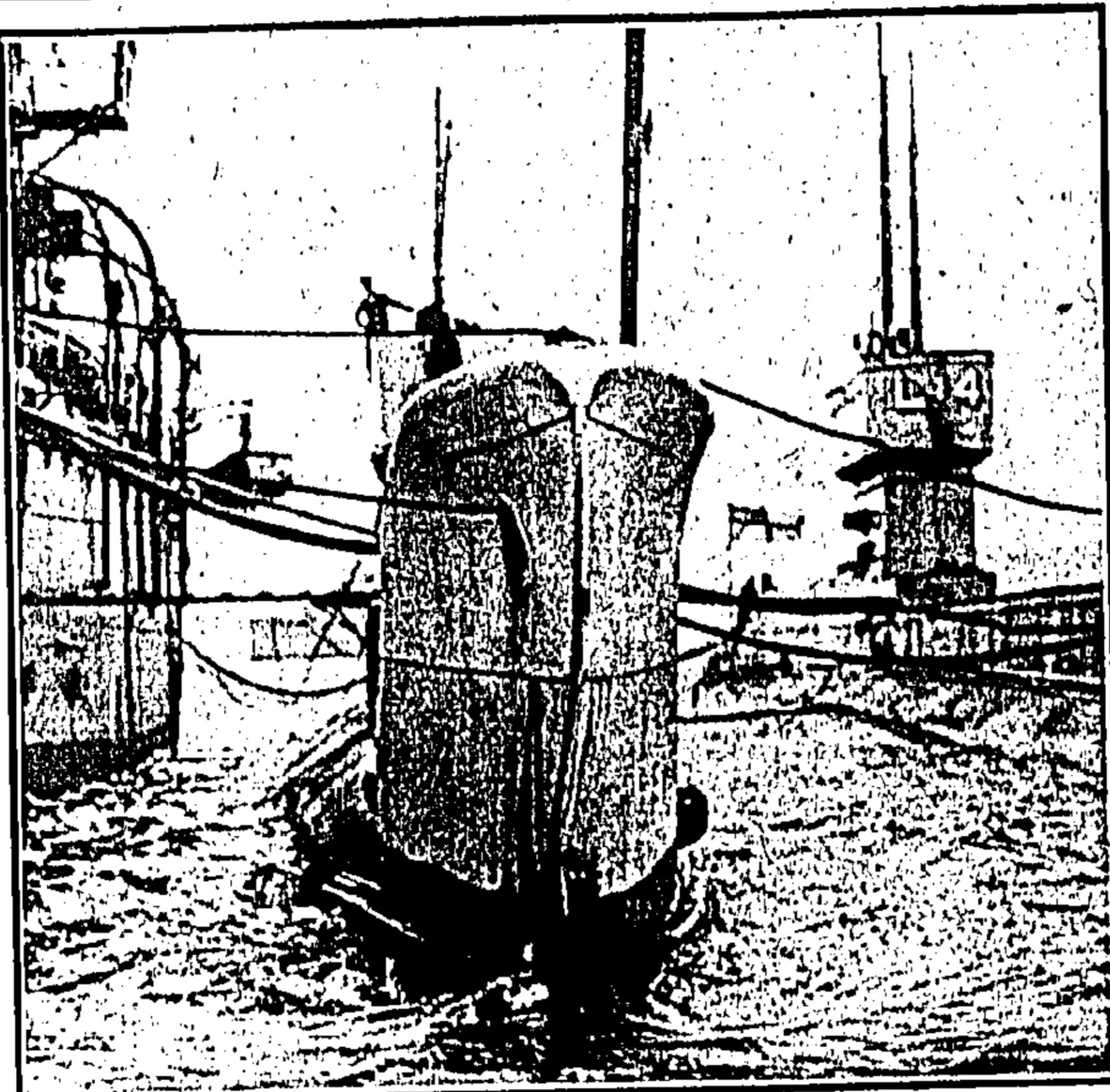
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ALL OCCASIONS

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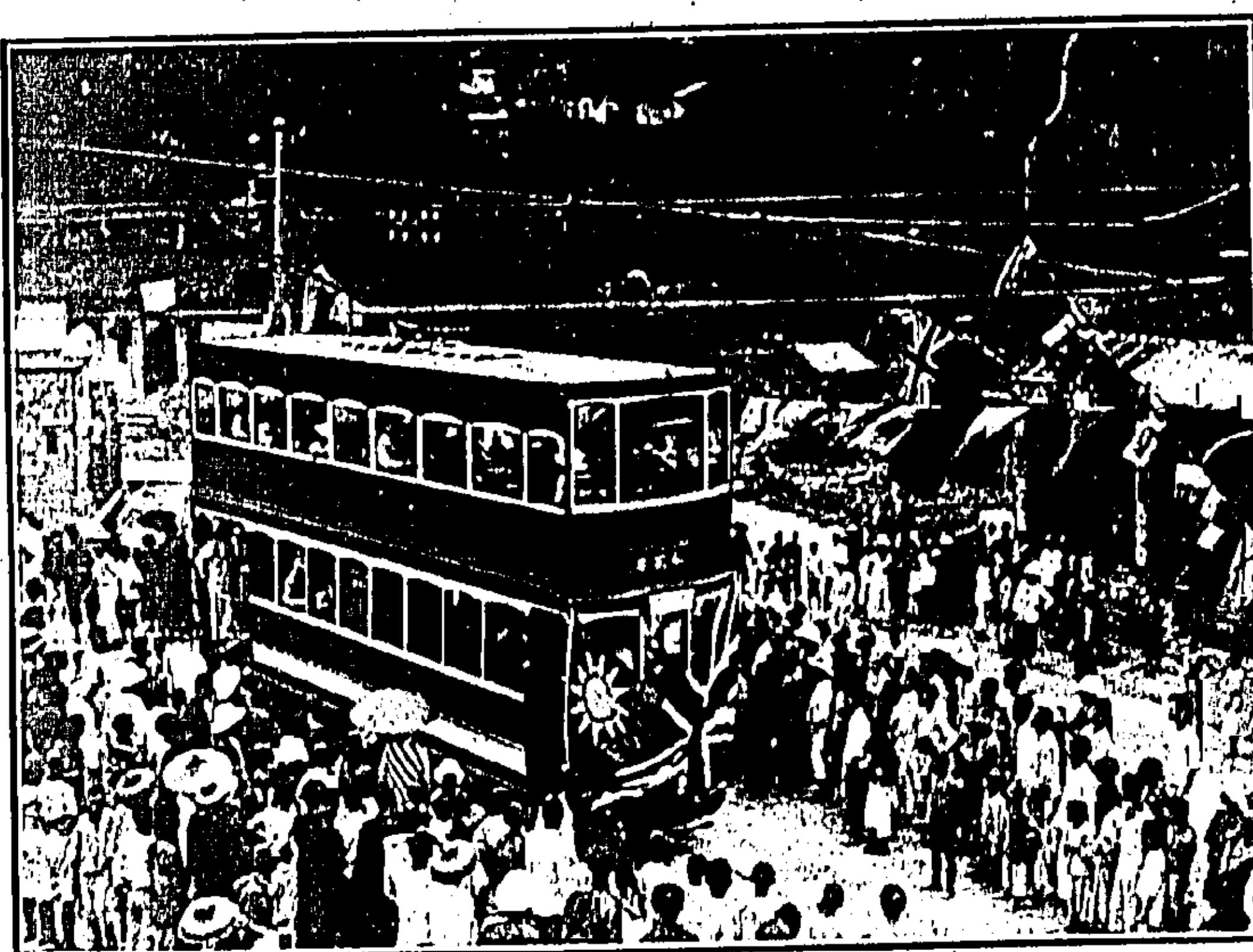
J. ULLMANN & Co.
CHATER ROAD.



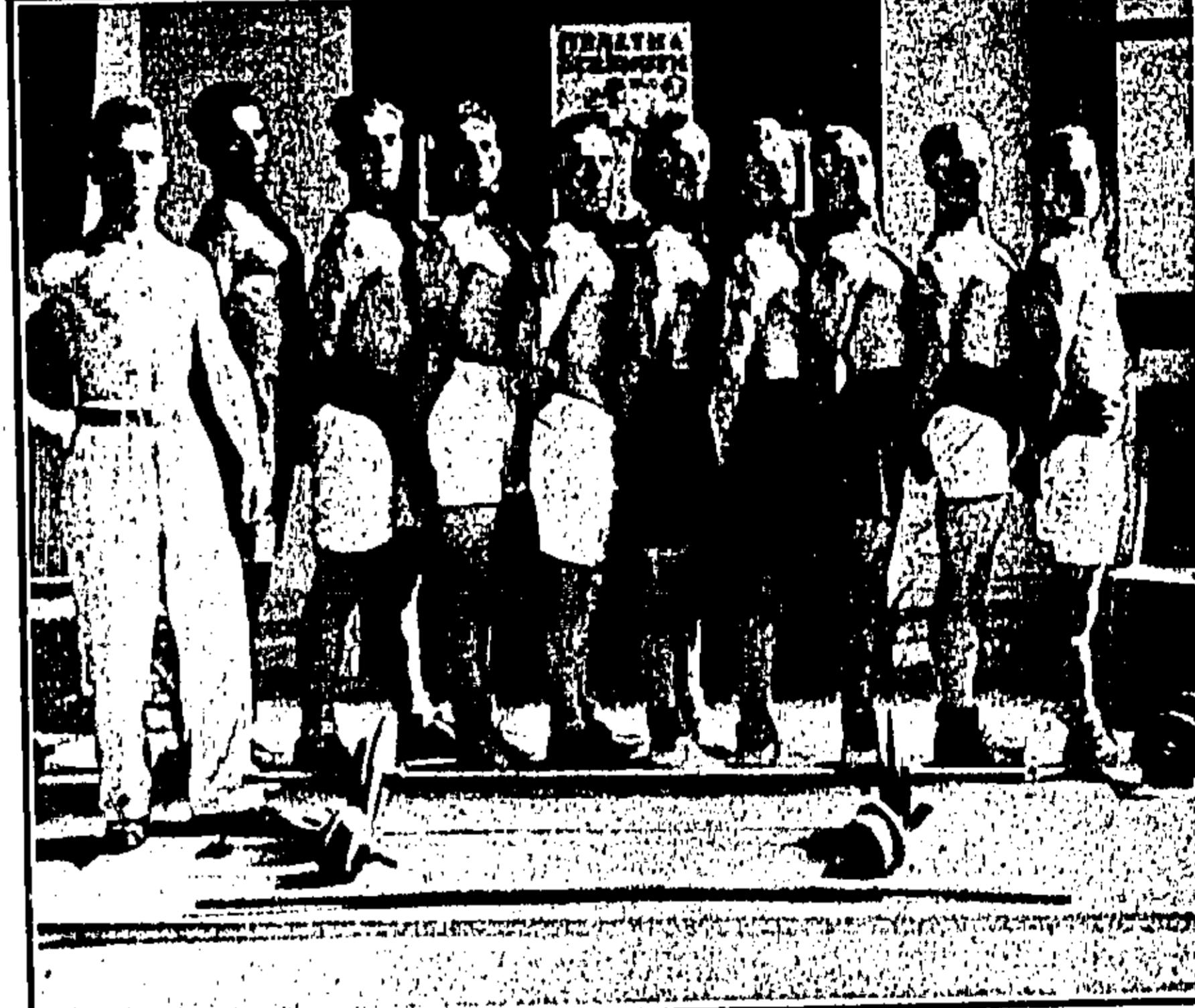
This picture shows the damaged bow of the British submarine L.112 after her collision with the H.47. She was carried down forty feet after the impact, but was brought safely to the surface. (Photo: Central News).



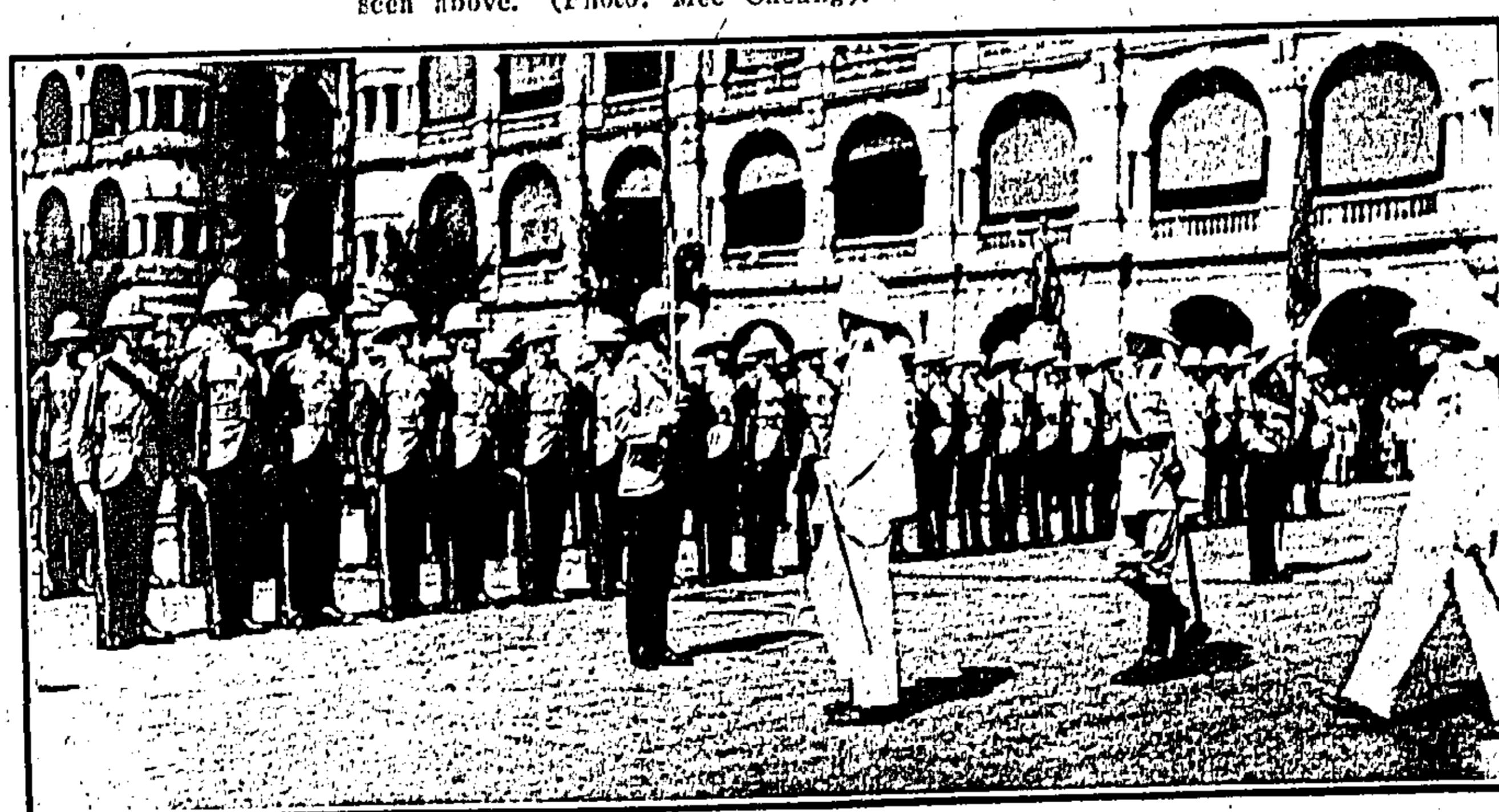
The above picture shows an aerial view of the Tai Koo Reservoir, which has been of much service in supplementing the Colony's water supply during the drought. (Royal Air Force Official Photograph).



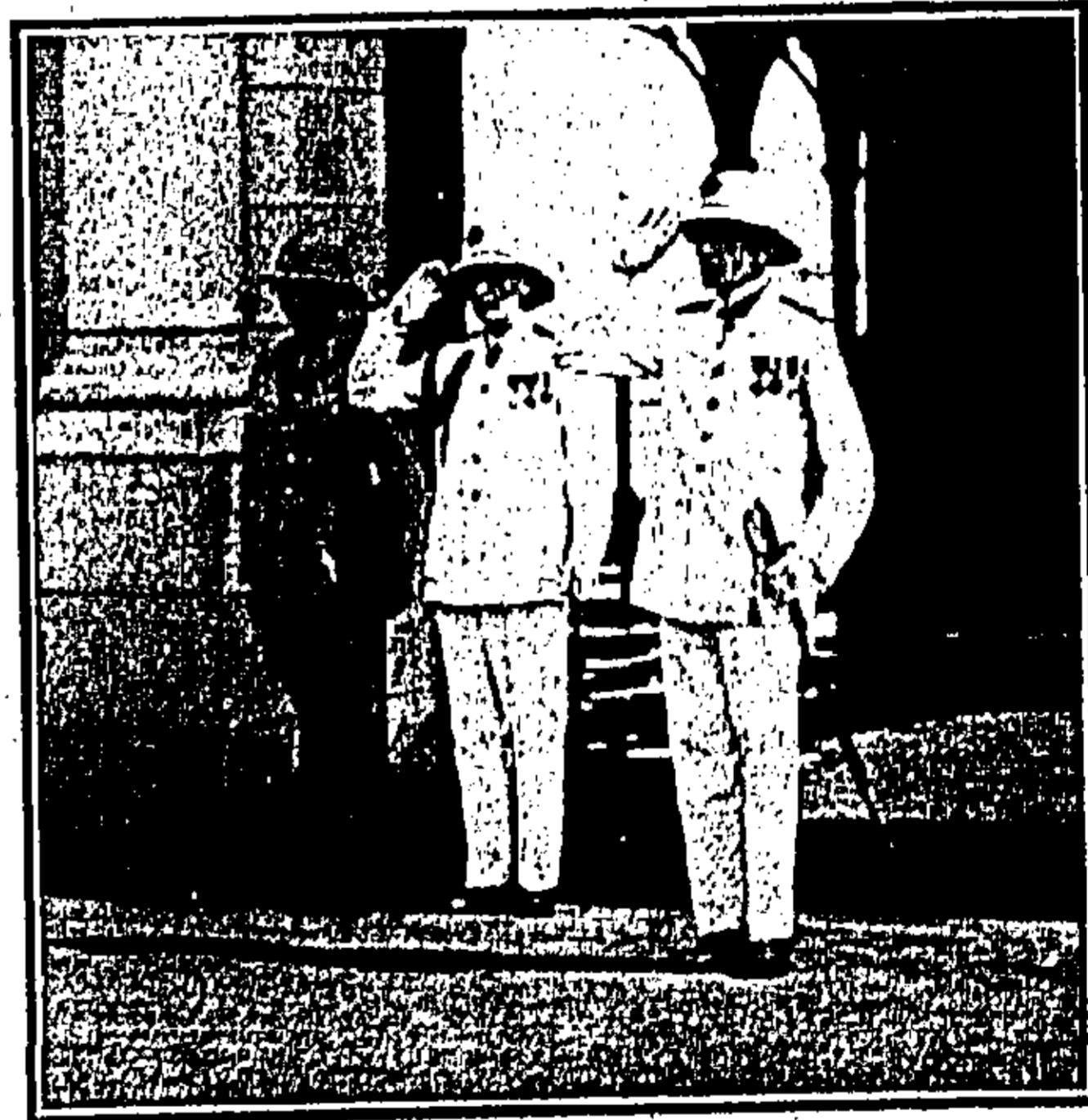
There were gay scenes at Shaukiwan on Monday, when the extension of the Hongkong Tramways service was inaugurated. A Village Elder drove the first car, seen above. (Photo: Mee Cheung).



These sprightly young men are members of the Naval and Military Y.M.C.A. branch of the Health and Strength League. They are all very keen on the "Keep Fit" motto. (Photo: Mee Cheung).



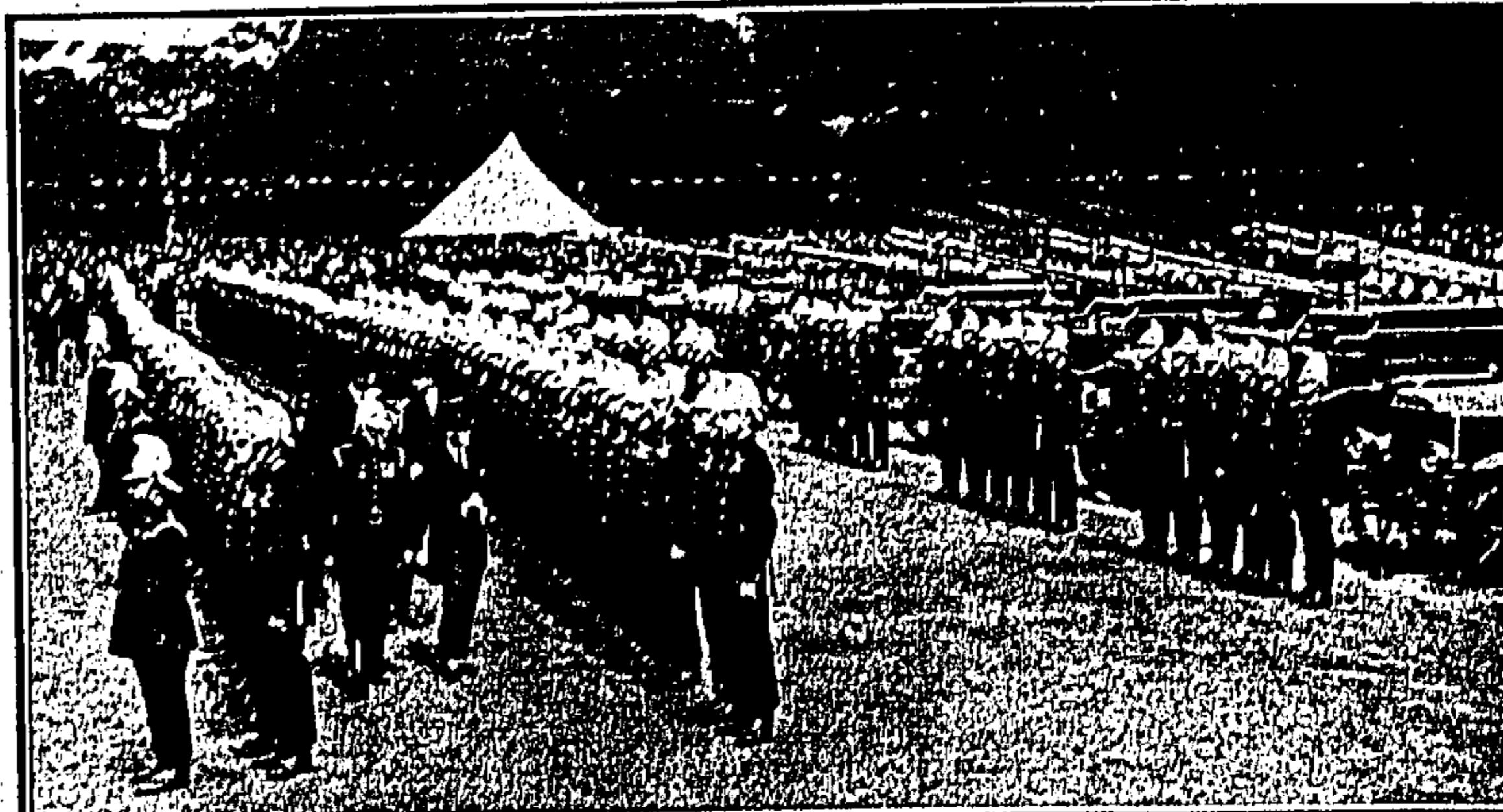
Vice-Admiral Mouget, Commander-in-Chief of the French Squadron in Asiatic waters, is here seen inspecting the Guard of Honour from the 2nd Batt. King's Own Scottish Borderers at Queen's Pier, on the occasion of his official landing on Wednesday. (Photo: Ming Yuen Studio).



Vice-Admiral Mouget (right) taking the salute on stepping ashore at Queen's Pier when he made his official landing on Wednesday. (Photo: Ming Yuen Studio).



Snapped on the "Raby Castle" on her trial run after being re-bottomed at Kowloon Docks. Left to right:—Mr. J. N. Owen (Doddell & Co.), Mr. E. Cock (Kowloon Docks), Capt. Edwards, Mr. Chisholm, and Mr. H. H. Scott (Kowloon Docks).



H.R.H. the Prince of Wales is here seen inspecting the men of the London Fire Brigade at their annual display in Victoria Park. He was greatly impressed with their smartness in the demonstrations given. (Photo: Central News).

Whiteaways

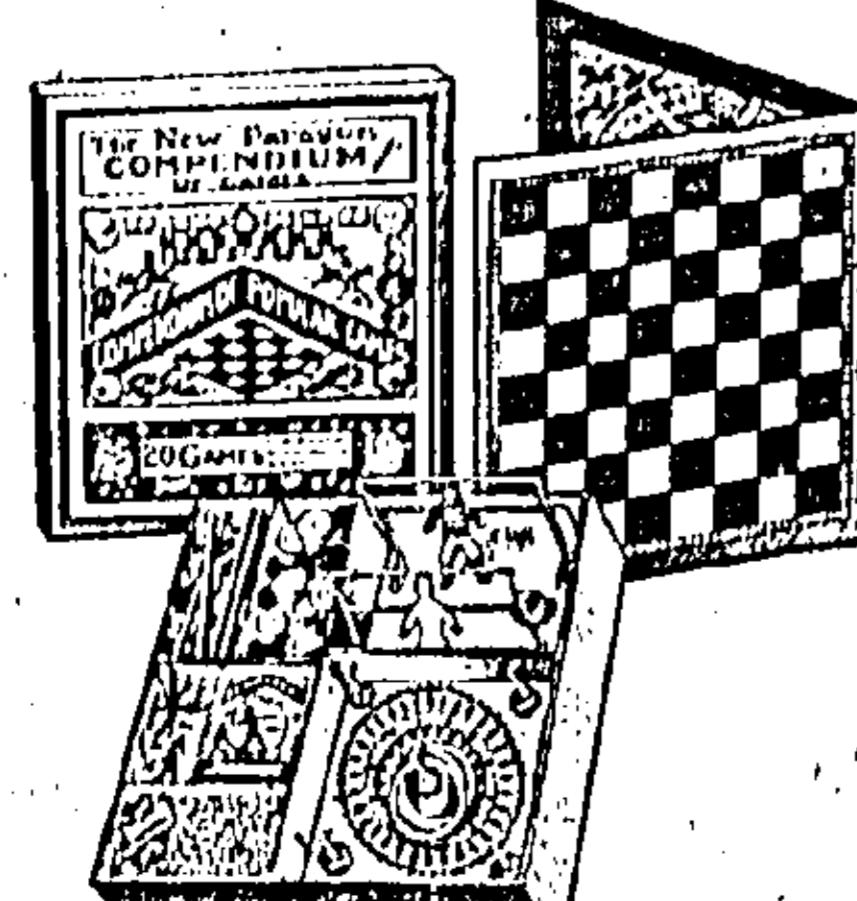
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WHITEAWAYS STANDARD VALUE

MOTOR NOTES FROM GREAT BRITAIN.

[Special Report to The Hongkong Telegraph by R.A.C.]

The Victory at Le Mans.

One of the finest triumphs that has ever been given to the British motor industry was the Bentley performance in winning the 24-hour Grand Prix d'Endurance International road race at Le Mans for the third time in succession. In addition to filling the first four places in the race the same team won the Rudge-Whitworth Cup, for the first time for Britain.

In the Grand Prix, the winning car was the 6½ litre model driven alternately by Captain Woolf Barnato and H.R.S. Birkin, which covered the remarkable distance of 1,765 miles in the 24 hours at the record speed of 73.6 m.p.h. The other three Bentleys were 4½ litre 4-cylinder models, one of them being the original car which first ran at Le Mans two years ago and crashed, then won the Montlhéry 24-hour race and subsequently won last year's Le Mans race.

As this race is continued throughout the hours of darkness the question of lamps is of the utmost importance and it is to be noted that the victorious Bentleys placed their faith in Lucas high power, mirror projects. In these lamps there are two reflecting surfaces, an optically ground and polished mirror and a parabolic reflector giving a magnificent high power light which carries a tremendous distance ahead and floods the width of the road near the car with a more diffused light.

89 M.P.H. For 24 Hours.

The magnificent victory at Le Mans coming so soon after Mrs. Victor Bruce's single-handed 24-hour run with the 4½ Bentley at Montlhéry is rather apt to overshadow it, but actually, of course, it was a very fine achievement. The car covered 2,149.6 miles and averaged 89.57 m.p.h. for 24 hours; taking the 3,000-5,000 c.c. class record from the Crysler. The track is unlighted and Mrs. Bruce's car was entirely dependent on its own Smith's lighting set for illumination during the night.

More Supercharged Models.

In its very instructive comments on the Grand Prix d'Endurance only two finished and of the two only one, the Lea Francis had its supercharger permanently in operation.

Nevertheless, the number of supercharged cars to be seen on the roads is steadily increasing.

One of the most interesting is the new Arrol-Aster 17/60 h.p. single sleeve valve six-cylinder supercharged model, which has been brought out recently, rather as a special job for those who require a sports performance with all the comfort and ease of driving an ordinary standard "Six". The sleeve valve design incorporates the new wobble-shaft which has eliminated the disadvantages inherent in the sleeve valve engine.

Altogether the performance of this car should be worth watching.

For Distinguished Owners.

It is always interesting to note the choice of cars of distinguished persons and there is particular cause for satisfaction when British makes are selected by foreigners.

Thus, Hooper & Co., Ltd., who have been responsible for the coachwork of so many cars for the Royal family, have been honoured by H.M. King Fuad of Egypt with an order for a Hooper enclosed Limousine on a 40/50 h.p. Rolls-Royce chassis.

H.R.H. Prince Arthur of Connaught has for a long time been a user of Humber and he has now ordered his third, a 20/65 h.p. Limousine. It is to be standard throughout except that a flag holder will be fitted and there will be a cross bar between the lamps to carry various badges.

To the list of prominent people who have recently taken delivery of Hillman Straight-Eights must be added the names of Lady Haig and Sir Harry Verney. Earl Haig had great confidence in Hillman and owned several during his life-time. Sir Harry Verney is Private Secretary to H.M. Queen Mary.

The Hillman works are now in full production with the Straight Eight model and the distinctive radiator with its thermostatically controlled shutters is to be seen in ever increasing numbers on the road.

What is Yours?

It is curious how various ways of describing types of cars come into vogue. Nowadays it is the habit to refer to the small cars by their horsepower, such as the Austin 7 or Standard 9, whereas when

speaking about their larger brothers, with six-cylinders, they are almost always referred to as the "Six" and so Six.

This led to an amusing incident recently when a non-motorist was contemplating the purchase of a small 7 h.p. car. A friend mentioned casually what a fine car the Standard "Six" was and the neophyte at once went off to the local agents to see this model, thinking that as it was one less than the "Seven" it might suit him even better as regards garage accommodation. His surprise when he saw the Standard 15 h.p. six-cylinder model may be imagined.

After the T.T. Races.

Now that the Tourist Trophy Races in the Isle of Man are completed it is possible to review the results and study the lessons presented. These races subject a machine to the most punishing test possible, for not only is the engine tried, to its utmost capacity but every other part of the machine-frame, gearbox, clutch, brakes, magneto, chains, controls—every thing down to the last nut and split pin is tested in a like degree.

Specially prepared as these machines are they provide information for the makers the results of which are woven into the standard products sold to the great motor cycling public.

Once again the results generally reflected the amazing reliability of the modern British motor cycle while perhaps the most remarkable feature of the Senior Race was the excellent performance put up by the 350 c.c. machines in competition with their more powerful brothers.

It may be wondered why the Ariel people do not enter their machines in the T.T. races, but while they realise their importance they have made it a definite rule not to enter, preferring to carry out their own private works tests and road reliability tests, which they find enable them to supply machines possessing the utmost reliability at low cost. The preparation and entry of motor cycles for the T.T. races are very expensive items in any manufacturing programme and the Ariel Co. prefer not to saddle their production costs with the additional expense.

It is significant that the A.C.U. selected six Aries, some with sidecars, for the use of its officials in the Isle of Man.

Showing the Flag.

Matchless machines have been doing well Overseas. In the "Tour of Italy" a Reliability Trial over a distance of 1,000 kilometres, M. Bodholt on a model V/2 obtained the Great Gold medal for the best

performance in the trial. With the same machine this rider also took part in the Grand Première Lampo, a trial over 430 kilometres and again proved victorious making the best performance in the 600 c.c. class.

In South Africa Mr. B. Hayter riding an absolutely stock Model V/2 Special in the Beaconhurst Hill Climb at East London put up the fastest time of the day and was also the outright winner on handicap.

Transport In Agriculture.

Every year the Royal Agricultural Society of England's Annual Show attracts more exhibits from the leading commercial vehicle manufacturers which is not surprising considering how closely agriculture and transport are bound up together.

Among the motor vehicle exhibits at Harrogate this year is a Thornycroft Type 'A' 3' six-wheeler, which is already well known Overseas as many hundreds of this model are in service under conditions of climate varying from 30 degrees below zero in Northern Canada to 130 degrees in the shade in the Sudan. This particular chassis embodies a patented rear bogie suspension system which allows the axles to tilt without stressing the springs.

A useful type of vehicle is the motor horsebox mounted on an A.E.C. Reliance chassis. This has a low-loading ramp on the offside and an exit ramp at the rear. Behind the horses the partitions are faced with 20 gauge motor panel steel, coconut fibre mats are provided for the horses fore feet and the main portion of each stall is provided with removable semi-automatic rubber mats. The main compartment can be used as a loose box if desired and the design certainly marks a step forward in the safe and comfortable transport of bloodstock.

Possibly the Albion exhibit of the greatest general interest is the 30 cwt. high speed model, which in the few months that it has been on the market has proved a most successful seller. Already a large number of important concerns have purchased this type including the London & North Eastern Railway, Messrs. McVitie & Price Ltd., Dairies Ltd., White Horse Distillers etc. The sturdy built unit construction engine and gearbox having unusually large bearing surfaces throughout, ensure reliability and high mileage between overhauls.

For the transport of difficult loads the Lathe 6-ton low-loading chassis lends itself admirably. Power is transmitted to the front wheels only and the drive is taken through universally jointed driving-shafts to the external toothed final reduction gears which are mounted in oil-tight casings on the front axles. The frame is dropped immediately behind the driver's seat thus giving an exceptionally low line which would not be possible with driven rear wheels. Actually the top of the frame when loaded is under 2 ft. from the ground.

A Battery for Overseas.

The selection of the most suitable type of battery for use with commercial vehicles overseas was at one time a difficult problem, but it has now largely been solved by the inherent advantages of the C.A.V. N.I.F.E. Nickel Iron type. The cell cases and plates are of steel and vibration and hard usage have no ill effects. This battery has practically no self discharge and will stand for long periods without loss of capacity and another point in its favour is that it is practically fool proof. No technical knowledge is essential and anyone quite unversed in such matters can easily follow the instructions issued by C. A. Vandervell & Co. on maintenance and the preparation of the electrolyte. In use no attention is required beyond occasional cleaning and replenishment of the electrolyte lost by evaporation.

Fire Insurance and Public Service.

The London Fire Brigade nowadays is more than a mere fire fighting machine; it is also a huge life saving and rescue service operating throughout the Metropolitan area.

The latest addition to its equipment is a powerful Dennis tender equipped with a self-contained generating plant for operating three electric floodlights. As suppliers of over 150 fire-fighting machines to the London County Council Dennis Bros. have an intimate knowledge of exactly what is wanted.

Three cable drums are fitted to each tender and each is designed to accommodate 100 yards of cable. The floodlights are constructed of aluminum alloy castings and gunmetal and are designed to house a single piece super Gecor silvered glass reflector for use with a 600 watt standard Osram gas-filled lamp. A special quick focusing system is incorporated. The whole of the electrical gear was designed by the General Electric Co. and the tenders are undoubtedly a valuable addition to the finest fire-fighting organisation in the world.

The commercial motor vehicle is playing an ever increasing important part in almost every branch of public service to-day. Particularly does this apply to Public Cleaning, where mechanical street cleaning and refuse collecting is resulting in cleaner towns and lower rates, mention but a few.

ITALIAN ROYAL TRAIN.

Fine Work by Fiat.

LAVISH DECORATION.

The railway section of the Fiat Company recently delivered to the Italian State railway a new royal train, the greater portion of which had been built by them. This is the first royal train to be constructed entirely in Italy by Italian labour and is a fine piece of work doing justice to the artistic reputation of the country.

Of the four coaches comprising the train, three have been built in the Fiat railway department. They comprise a coach for the King, a coach for the Queen, and the dining saloon. Externally, there is little beyond the royal coat of arms on the panels to indicate that this is anything more than an ordinary international train. The steel panel coaches are 23½ feet long and 8½ feet wide and are fitted with several kinds of braking systems and lighting equipment so that they can be run over any European railway system.

Lavish Decoration.

The interior of each compartment has been lavishly and artistically decorated, all the tapestry carpets and leather paneling being entirely hand worked. The predominating colours are blue, yellow and ivory. Each coach contains a small vestibule, a sitting room, a bed room, toilet compartment and cabin for members of the King's personal suite.

The dining saloon contains a massive 20-foot table. The ceiling is decorated with the Royal coat of arms and the armorial bearings of the principal Italian Orders of Chivalry, interwoven with designs of fruit and grain, signifying abundance and prosperity. There is telephonic communication throughout the train; as well as a system of electric bell calls.

\$2,100

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THERE ARE SEVERAL MODELS AND WE SHALL BE HAPPY TO GIVE YOU A DEMONSTRATION.

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DON'T STRETCH FAN BELT TOO TIGHTLY.

Women Only.

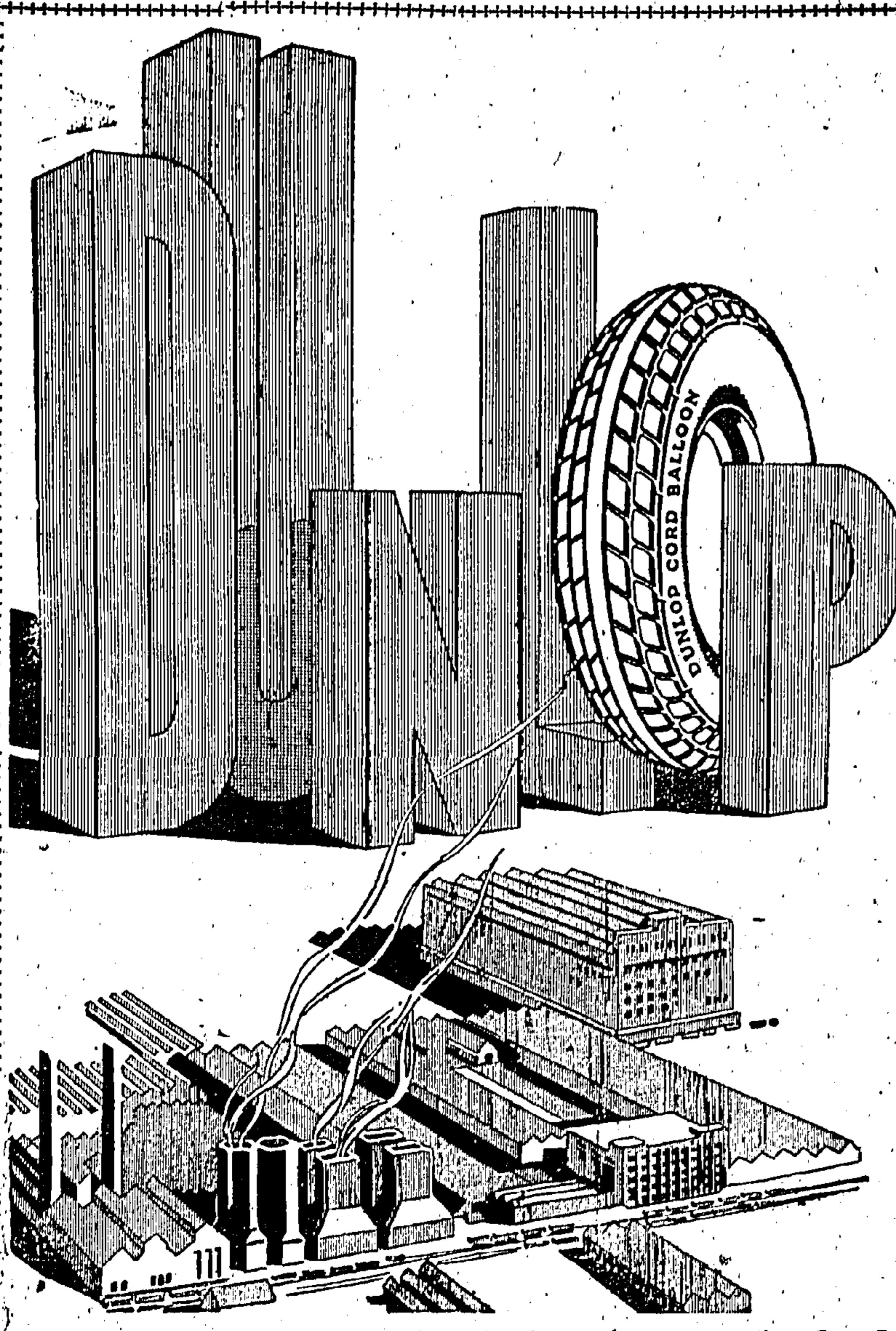
London women who drive their "luncheon cars" have gone a step further and established their own garage. This is for the use of women motorists only, and is combined with a club devoted to feminine needs, including writing, dressing, and changing rooms.

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THE MACHINES WITH AN INTERNATIONAL REPUTATION

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THE FINEST ENGLISH RACE.

Dramatic Struggle Against Italian Car.

DRIVER'S STORY OF CONTEST.

A Bentley, driven by S. C. H. Davis, was second in the double story of his Brooklands' race twelve hours race at Brooklands against Ramponi's winning Alfa last month. Incidentally a team of Romeo, a story told in "The Four Bentleys" have since been Autocar."

"A driver's narrative of a race is French Grand Prix, and can only be, personal, just one

H.K. \$3,050.00

BUYS THE FINEST LIGHT 6 CYLINDER TOURING CAR AVAILABLE.

—The Famous

AUSTIN

SIXTEEN

The economy of operation and upkeep of the Austin sixteen makes a strong appeal to the motorist who requires a six's manifold advantages, but who cannot or does not care to pay too heavily for the privilege. The pleasing lines and excellence of finish of the coachwork are well calculated to delight those who place great store by appearances, whilst the riding comfort and ease of control are all that the most critical owner could desire. Flexible and silent, the engine possesses vivid acceleration and a turn of speed which makes the car a sheer delight to drive.

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man's experience out of many, and by no means necessarily the most exciting at that. Without the slightest wish to suggest that the methods adopted are necessarily the best, it is exceedingly difficult to avoid a tinge of the pedagogic. But, as comparisons are always interesting, it is difficult to leave out one's method of doing things, if only just for the amusement of other drivers.

First of all I think it was in every possible way a magnificent race, not because Brooklands track is an interesting place to drive on, but just because of the intense excitement of the battle between my team and the Alfa Romeo, and the particular fight between that splendid sportsman Ramponi and myself.

The Friday's show was interesting only in a minor way, because team tactics made twelve hours just a succession of sparrings for position. But at the end of them our strategical plan was proved sound for the real danger then lay with Ramponi and Ivanowski, or with the Salmonson; the Rileys had been dangerous, and would be more so in their next race; so far our (the Bentley) charts were accurate. Moreover, No. 6 was in capital condition, just about ripe, that is, good for 4,000 r.p.m. at need and with heaps of brake adjustment in hand. It had run extraordinarily well. It consumed rather more tyres than we had anticipated, but it was as steady as a rock at 104-105 m.p.h., and one cautious experiment showed that it would go up to 107 m.p.h. and even more, if required by the signals from the pit.

Then It Rained.

The start on the Saturday was beautifully exact. We had arranged beforehand certain things which helped the engine enormously, and the car was ambled round at 2,000 revs. on top, until my mechanic Head's signals to the pit showed them that the temperature and oil pressure were right and the pit signal told us to get on with the job. Thereafter we could open up and the car really began to move, everything running like a clockwork mouse, and the revs. cut-off point, and change up varying exactly in response to pit signals.

Then it began to rain. There is nothing I loathe more than rain, and what had been a quite comfortable and enjoyable ride became depressingly exciting. The first intimation of this excitement was a front and rear wheel skid which ended with a bump into the sandbank, shot a huge cloud of sand into the air and into the car—I swallowed a lot—but did no damage other than to remove our starboard accumulator box lid, which was already loose. The trouble was that the Byfleet banking was much drier than the turn, and I hadn't realized how hard it was raining, so, rather stupidly, was caught napping.

An Uncomfortable Job.

From then onward we seemed to have skids all over the place, and, as all the small cars promptly

came up the banking for safety, matters became unpleasantly congested, and I had to cut out at the end of the pits instead of under the bridge across the finishing straight. This was annoying, as relatively, the Alfas were not so much affected.

Fortunately, the rain gave up its fell work just when I was wondering how the deuce one could drive without being able to see through the windscreen or round it, and when every other car had such a backwash of spray, that all you could see of it were the crew's heads. Anyhow, we had lost a lot of valuable time, but we made up some of it on refilling at the pit, and went up a little in revs. as well.

A Fine Battle.

Curiously, it was not as fast a day as the Friday, for the wind had shifted, and, whereas we got 3,000 r.p.m. at the end of the mile timing box on Friday, we could only get up to that near the end of the Byfleet banking on Saturday.

Then there was another joke. For tactical reasons I took on an eight-hour spell, after six hours of which Head and I felt desperately hungry, but had nothing to eat on board except throat lozenges, which are unsatisfactory as food, though good enough for the arid dryness which afflicts every driver after a time. Naturally, when we stopped at the pit the second time a drink was worth a king's ransom, but due to my having no voice left, nobody could understand what I wanted. Eventually I croaked "Water," and was instantly handed the disgusting jug which we used for refilling the radiator; thereafter I gave it up as hopeless.

Meantime we were getting where we wanted, save that at eighteen hours we had not got the lead as we had hoped to have, and we only headed Ramponi at nineteen hours, but that seemed satisfactory, and the run so far had been good, hard driving, really worthwhile.

An Unpopular Relief.

A little after the twentieth hour we were called in and relieved, and were not as pleased about it as a well-disciplined crew should be, because I was just feeling comfortable, and Head, though hungry, would go on for ever. In any case, it would not have been fair to Gunter, whom I had already robbed of most of his legitimate share of enjoyment, and who was driving a capital first race and taking things seriously, exactly as ninety-nine drivers out of a hundred do not. And he had a rotten spell, for a tyre collapsed on the turn. That was an awful moment, since the machine was much overdriven, and most of us in the pit were nearly sick with apprehension before it limped in slowly with a hairy caterpillar of loose cord on the near rear wheel rim.

In the meantime, Ramponi had been going well, and was quite a way ahead on formula with less than two hours to go. Then I received orders which resulted in the finest battle I have ever had bar signals from the pit.

Unconsciously, Ramponi had been going well, and was quite a way ahead on formula with less than two hours to go. Then I received orders which resulted in the finest battle I have ever had bar

none as we took over for the last exciting spell.

Banking a Sheer Joy.

Worthy did No. 6 respond. On the Byfleet banking the needle went up steadily, 3,200, 3,400, 3,500, then off the banking at 3,750, 3,800 (about 107 or 108 m.p.h.). Down the finishing straight to the bridge the great car was alive.

Just beyond the bridge I cut out, braked heavily, turned a little, accelerated, changed to third, then gradually opening the throttle, went straight through at 2,800, about 60 m.p.h., to complete the turn high on the banking, gathering speed by driving down the slope at once. It was like climbing turn on a fast plane.

Thus we continued round after round, and as the car settled down to real speed we watched out for the little red Alfa, and, with lap counter and watch, estimated our gain as we ran. It really was rather wonderful. Head signalled the oil pressure regularly to the pit, we crunched as low in the car as we could, tilted the two little screens to an acute angle, and the turn on to the home banking became sheer joy.

Critical Moments.

There was no time now to be extra cautious in passing people; we had to get through, whether things were close or not. How I wished that mechanics would look back as the Bentley came down the straight at 108 m.p.h. between other cars and the railings. One just hoped these other cars would not swerve!

Ramponi was going great guns, too, for the signal at his pit stood in the faster position round after round with his initial "R" below it. It was fine to see him use his head to take every advantage. Never for a second did the red Alfa get in the way; always he or his mechanic signalled us to pass, and, as we passed, desperately he tried to tuck in behind to get our slip stream and be "towed." If I passed just after the turn he could do this all the way to the Byfleet banking and drop off exactly as we reached 102.

On my part I tried, sometimes successfully, to go to the very top of the banking and shake him off in that way. On the sandbanked curve we really did—it is the first time I have seen this—corner as they do in pictures, all four of us in the two cars leaning right out and taking it all we know. Gradually we overtook the Alfa the right number of times, and matters were looking hopeful when some confounded person—quite rightly from his point of view—signalled us in because our loose bonnet clip allowed the side of the bonnet to lift a little, though, lifting, it was fully secured by the strap, and there is no regulation requiring bonnet clips. That entailed one slow lap, a stop to refix the bonnet clip, one standing-start lap, a penalty waste of time at such a crisis.

Just Lost.

Half an hour from the finish—it

Accumulator Box Broken.

But Ramponi had his troubles, too, for the Alfa Romeo's accumulator box broke loose, and for two rounds we passed the little car stationary at its pit. The sight would me up to such extent that I took the corner at 3,000 on third and nearly scared myself into a photographer who leaned calmly over the banking top and fired a camera within what seemed two feet of my face.

Then came another bother. With an hour more to go I discovered a white strip on the tread of the starboard rear tyre, which one could see clearly by looking back as we accelerated after the turn. It was not a nice sight. But anyhow, we couldn't possibly stop or slow if all the tyres had gone funny; and I had an odd feeling that it would last.

I hoped "W.O." the team Patron, wouldn't see it, and wished like blazes the pit would show the "all out" signal. It would make no difference to the tyre, anyway, and the constant repetition of "O.K." didn't seem to meet the situation, as we calculated things from the car while Head fed em with bull's eyes of a particularly vicious brand. We even got to 3,000 down the straight, which is most inspiring, but orders are orders, and 4,000 was left alone.

Half an hour from the finish—it seemed an impossible time—the oil pressure gauge went to zero on the banking; flickered, went to 20 at 3,700, flickered again. Five rounds later its maximum was ten—we were running out of oil, and Head had already let in the reserve supply. Well, if we burst, we burst, but at all events we would burst in style. The engine never faltered.

Ten minutes from the end we did not know whether we had caught the Alfa enough times or not, the tyre looked bad, the oil gauge reading was intensely depressing. Five minutes from the end—and each second seemed an hour—I thought it would be just racing luck if we cracked up then, had another bull's eye and wondered whether I should ever be able to sit down again.

Then, at last, the chequered flag, a puff of smoke on the right, and, as we throttled down, the bang of a maroon high up. We had finished; it was a great moment. When we reached the pit I had a look at the tyre, and it didn't seem so good; then, after the usual photographic stunts, went off to see Ramponi just in time to hear that he had won and we had lost by no more than 200 yards each hour.

He thoroughly deserved it, and we had a most interesting talk over things that only he and I know in all the world about those last two rounds.

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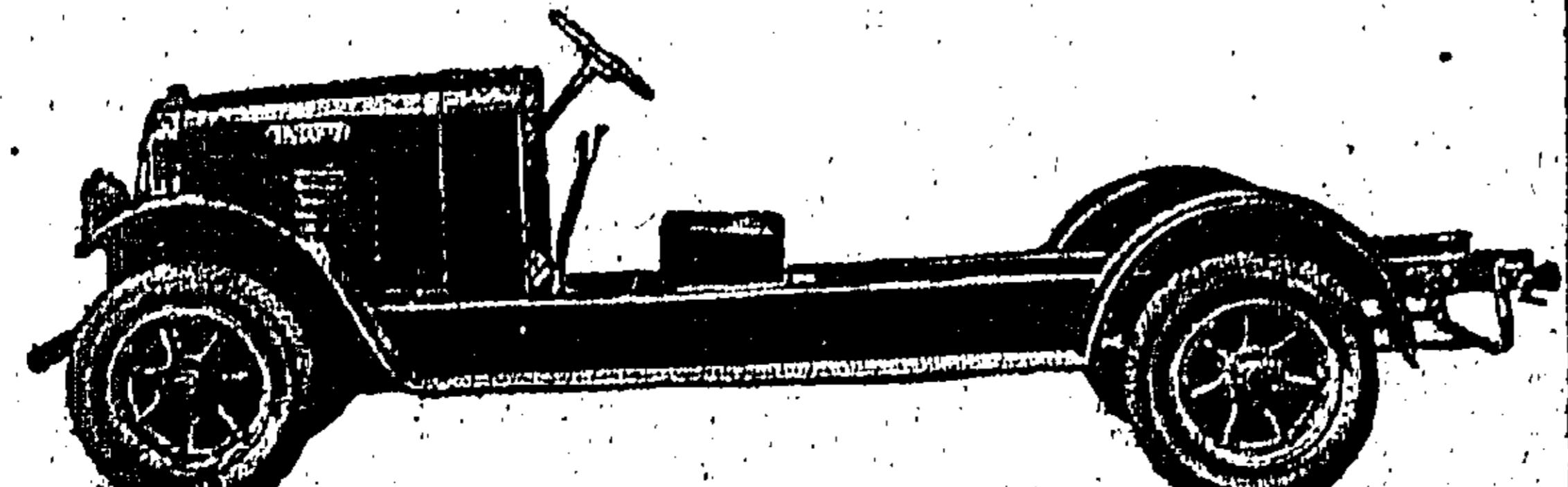
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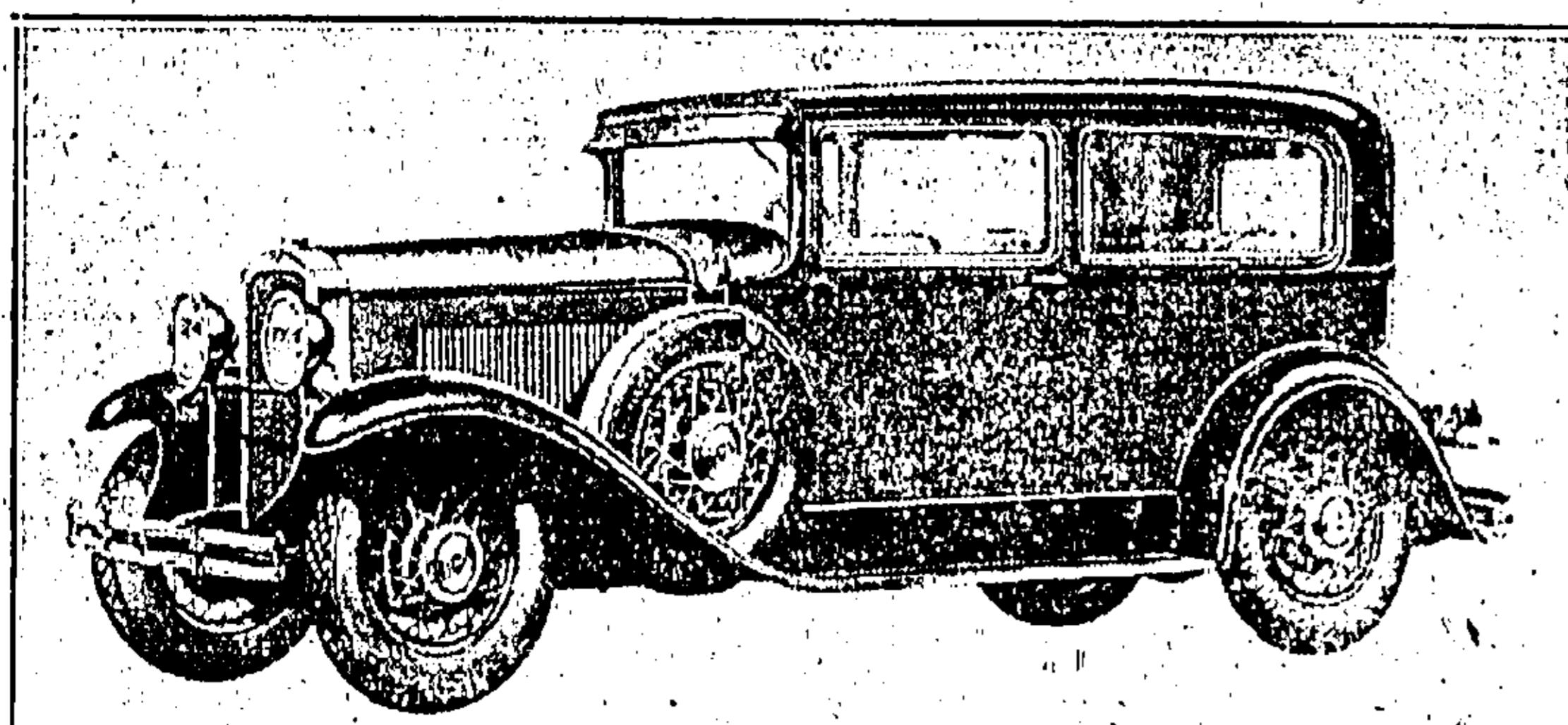
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SOLE AGENTS.

NEW BUICK-BUILT CAR DUE HERE.



The Dragon Motor Company Ltd., local agents for Buick Motor Cars, have received advice that the first shipment of the Buick-built Marquette Car will arrive in Hongkong on August 26th. This initial selection will comprise two saloon account of itself on the and four door-sedans and touring General Motors Proving Grounds,

cars, and it is already established that there will be a number of prospective buyers anxious to see and try the latest enterprise of the famous Buick Organisation. The Marquette has given an excellent account of itself on the

Applications for trial runs should be made immediately.

NUMBER PLATE LAW.

Rear Light Test Case.
INTERESTING DECISION.

A test case of interest to motorists was decided by a King's Bench Divisional Court, when the judges allowed the appeal of the superintendent of police at Darwen, Lancashire, against a refusal of the Darwen magistrates to convict Mr. Norman Marsden Entwistle, of Bolton Road, Darwen, for an offence under the Road Vehicles (Registration and Licensing) Amendment Regulations 1928.

The offence was driving a motor-car at night without having the rear number plate illuminated so that the numerals and letters might be identified.

Mr. Ralph Etheron, who argued that the bench should have convicted Mr. Entwistle, said that he had a rear lamp on his car which showed a red light, but it did not illuminate the number plate.

Judges' View.

The justices held that the regulations made by the Minister of Transport under powers given to him by section 12 of the Roads Act 1920 were *ultra vires* because they were revoked by section 11 of the Road Transport Lighting Act 1927. Mr. Etheron contended that under the regulations there must be two kinds of rear lights. A red one to show where the car was, and a white one to illuminate the number plate.

The Court ordered the justices to convict Mr. Entwistle of an offence.

Lord Hewart said the Act of 1927 revoked all powers given to local "or other authority" to make regulations about the lighting of motor-cars. It was suggested that the words "or other authority" included the Minister of Transport, but he could not agree with that. It was plain that the Act gave the Minister powers to make all sorts of regulations.

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NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

WOMEN DRIVERS.

Can They Drive Taxis?

EXPERIENCE SAYS NO.

There is some speculation among London taxi-drivers whether women will enter their occupation now that extra screen protection is being allowed on the front of taxis. For some reason not explained nearly every calling, have never taken to taxi-driving. It was suggested to a reporter recently that they were dismayed because bad weather spoiled the complexion; men drivers sometimes used shocking language; long waits in idle ranks were irritating; the finding of obscure places in London was too baffling task.

Another possible reason why women have not taken to taxis is that the examination which it is necessary to pass before a licence can be obtained is too much for them. Some of the questions published by Scotland Yard are posers, and the would-be taxi-driver has to know without hesitation the way, for example, from Farringdon Street to the Arsenal football ground, from the Chinese Legation to Waterloo Station, from Trafalgar Park to the Royal Free Hospital.

Failure During the War.

The Commissioner of Police was asked whether women had ever ap-

plied for licences to drive taxis, and whether there was anything in the regulations to prevent women from taking out licences.

"During the Great War a large number of women applied for licences to drive motor-cars in the Metropolis," he said in reply, "but only four were able to pass the necessary examination, and these held their licences for only short periods. There are now no women licensed as cab-drivers in London, and the regulations contain no reference to female drivers."

Recently Scotland Yard, in response to representations, have allowed cabs to be fitted with extra quarter screens shielding the driver's seat.

THE NEW PONTIAC SIX.

Striking Features in Equipment.

REASONS FOR GREAT POPULARITY.

Power, performance, and luxury previously obtainable only in the big car distinguish the new Pontiac Six, latest product of the Oakland Motor Car Co.

To the many features of sound basic design the designers have added an impressive array of big car specifications which definitely graduate the new Pontiac above the small car field in every detail save that of price.

Illustrating the degree in which the new Pontiac has been improved is the fact that its present displacement of 200 cu. in. is 15 in. larger than that of the Oakland which was on the market when the first Pontiac was introduced in January, 1926. This increased engine power, nineteen per cent, greater than previous Pontiacs, together with other changes in the engine and chassis, provide extraordinary snap and acceleration, flexibility and response judged solely by big car standards. Parallelly the new performance of the power plant are bodies that measure up to the specifications of those on cars far above the low price class. Over-all length has been increased to 107 in. and bodies are wider to add to the comfort of passengers, making the Pontiac Six comparable in size to those of the medium-priced group.

The Latest Refinements.

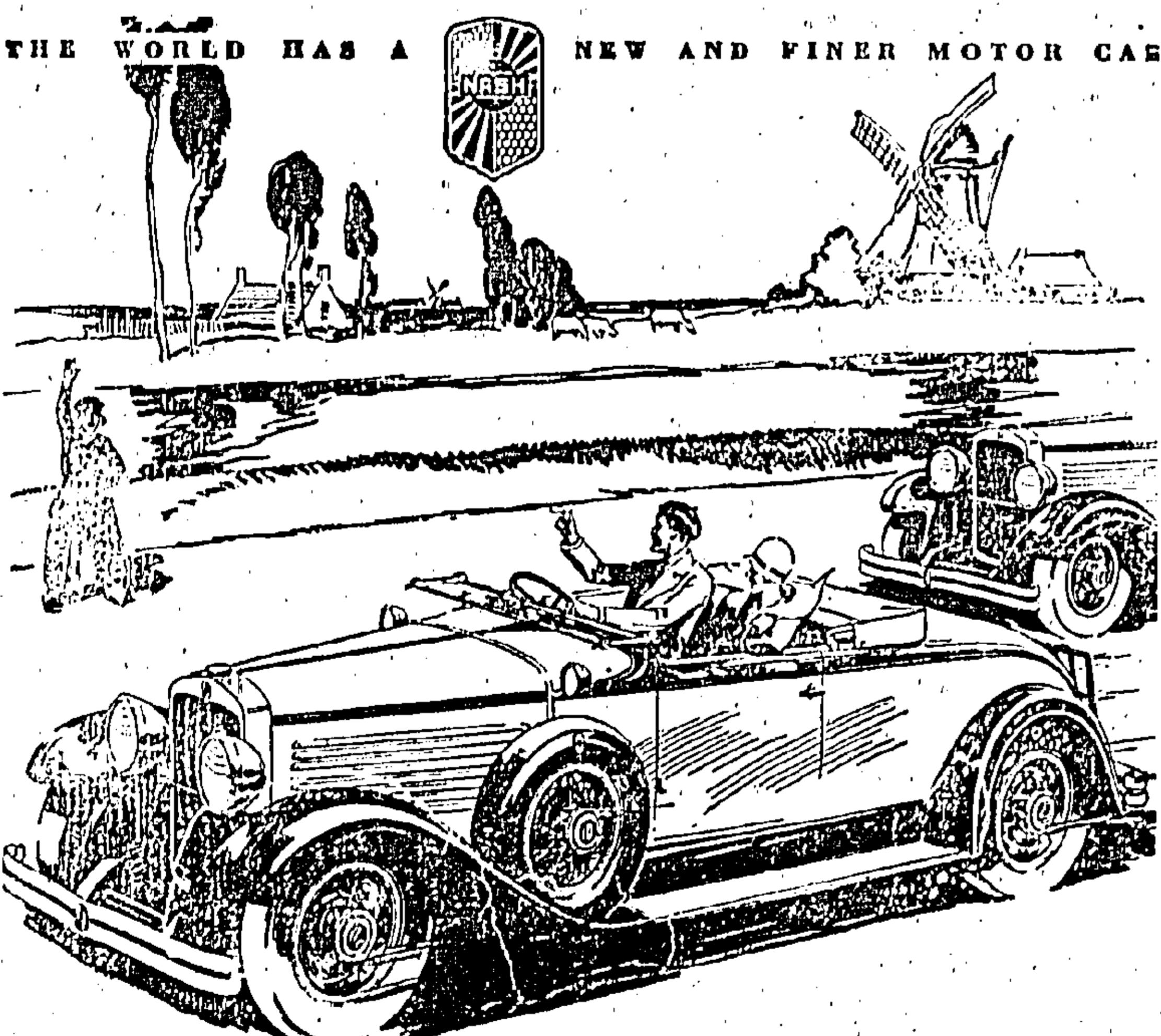
Interior fittings are in keeping with the larger outside dimensions, hardware of special design, deep and comfortable upholstery, adjustable driver's seats, and many other interior conveniences making for a luxurious car.

Chromium plate finishes all bright exposed parts, such as radiator shell and centre bar, top hood hinge, head and tail lamps, cow bar and parking lamps, and the radiator and gasoline tank filler caps.

Mechanically the car further has been elevated beyond its price class by the addition of a harmonic balancer on the end of the now counter-balanced .53-pound crank shaft.

A sturdy new rear axle of exactly the same type as used on the current Oakland Cosmopolitan Six and two universal joints further distinguish this newest General Motors car.

Large 11 inch intake valves of nickel steel, crank case ventilation, fuel pump and filter, air deflector, large 1 1/4 inch vertical type carburettor with fuel economizer, thermostatic water control, cross-flow radiator, high compression G-M-R cylinder head and a rigid safety frame five inches deep are other distinguishing features.



A New-Type "400" Roadster

BEFORE buying another motor car, you should not fail to drive the newest Nash "400"—the Roadster with the Twin-Ignition motor—and the new-type comfort body! It has more power—greater, smoother speed—irresistible acceleration. Nash Twin-Ignition performance establishes a delightful new standard, difficult for others to equal.

In the development of this entirely new motor, Nash has combined three outstanding principles of motor design—*twin-ignition, high-compression and valve-in-head*. And because of the double drop frame and the Nash "400" body lines, passengers sit exceptionally low in this new "400" Roadster. Arm rests are conveniently provided on both doors and a folding center arm rest further increases riding ease.

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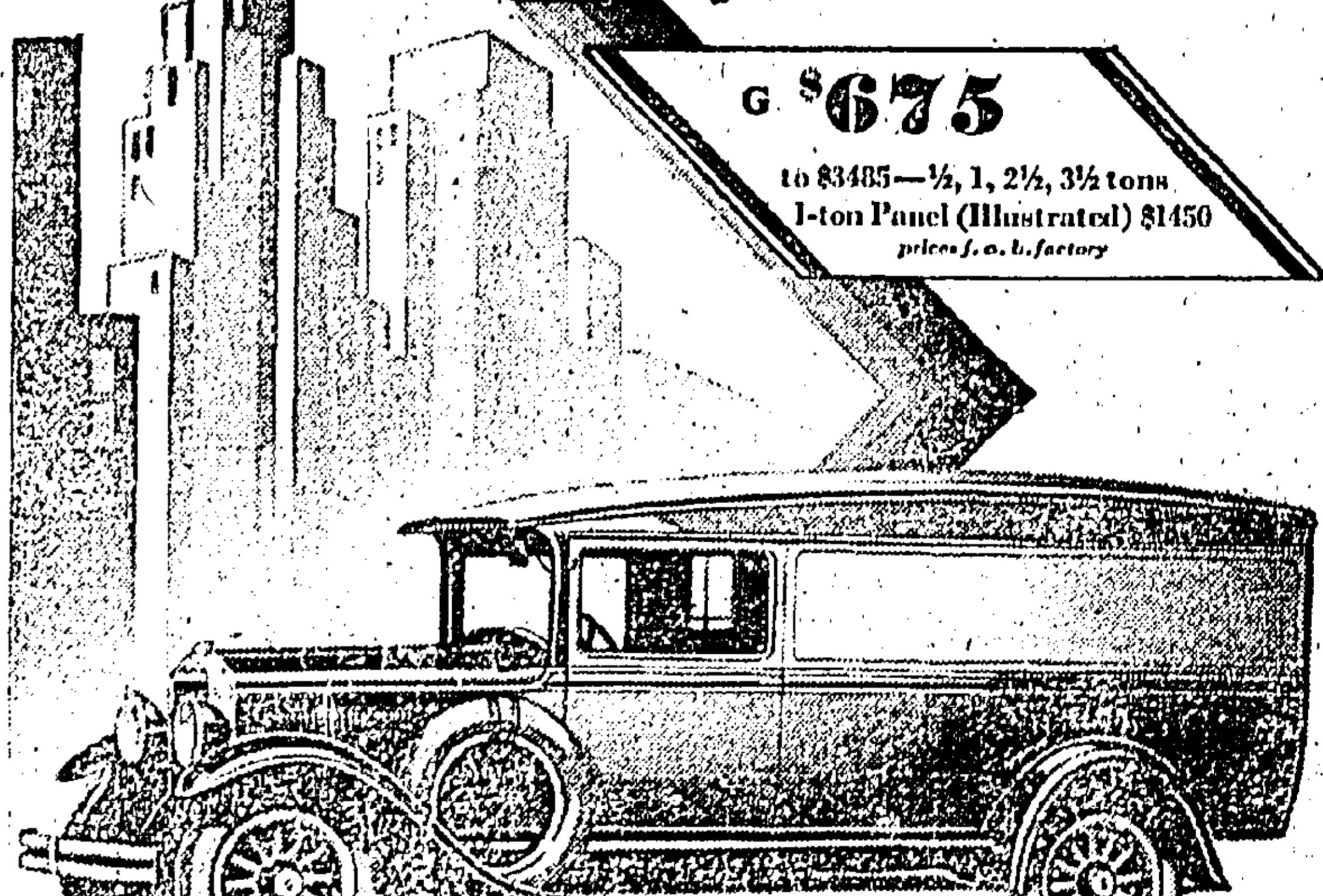
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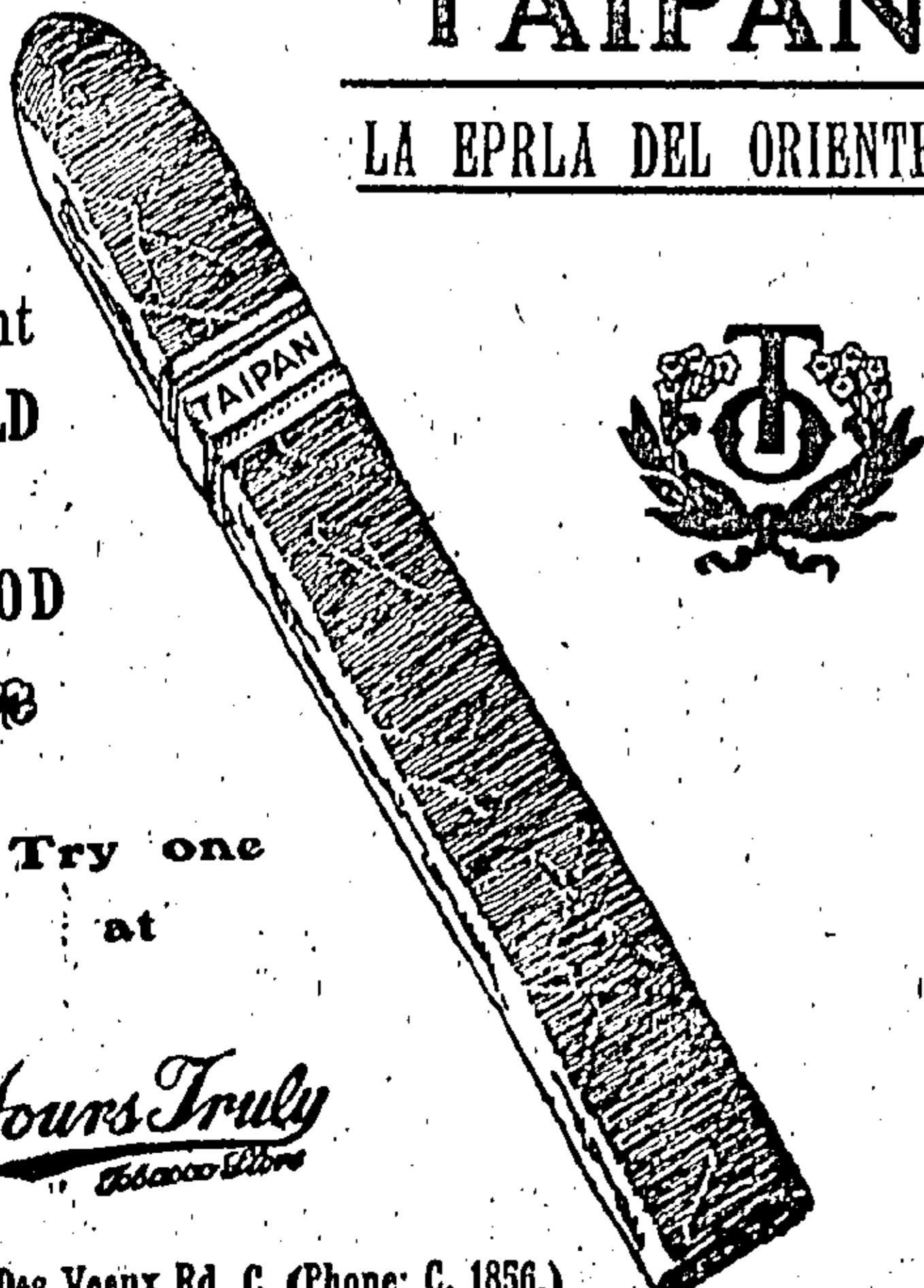
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22, Des Voeux Rd. C. (Phone: C. 1856.)

U.S. AND THE WORLD COURT.

DR. W. G. HIBBEN ON
“ALOOFNESS.”

Dr. John G. Hibben, president of Princeton University, New Jersey, at the Independence Day dinner of the American Society in London at the Savoy Hotel, criticised the attitude of aloofness from the rest of the world adopted by a section of his countrymen.

He proceeded:

We have not as yet been willing to join the World Court of International Justice. All former objections and prejudices seem to be completely answered. Our entrance is the irreducible minimum of our nation's obligations.

This represents a responsibility not merely of our Government but of the American people. The voice of the people has not been sufficiently loud or sufficiently persistent to reach the Senate.

It does not seem possible that we can longer maintain the attitude of complacency in our prosperity and a fancied security in our alleged isolation from the possibilities of war.

We are all proud of the Kellogg Pact, and yet it does not seem that we have adequately realised the full import of the obligation which it places upon the American nation.

A particular responsibility rests upon the peoples of Great Britain and the United States to take the initiative in showing to the world not by words, but by deeds, that the Peace Pact must be regarded as something more than a scrap of paper.

If this Pact means the concerted action of the signatories to prevent war, then the logical corollary to it is that there should be a reduction of armaments as evidence of good faith. The whole world expects a complete understanding between Great Britain and the United States.

War Debts.

Dr. Hibben made the following reference to war debts:

I have said it publicly in the United States and have been censured for it, but I do believe that we might have been a little more generous in the settlements. After all, it was a common cause, and after we declared war it was a full year and one month before we could put an effective Army on the front, and you, Great Britain and the Allied Armies, were during that period fighting our battles for us, holding the Hindenburg Line not only with your money but with the life blood of your sons.

General Dawes, the American Ambassador said:

We meet to celebrate our national birthday in the midst of the great British nation—among our brothers and friends.

We sense a duty to each other and to the world at large to further the ideal of comradeship as opposed to force as the arbiter between nations.

We realise what continued peace and amity mean both to us and to the world, and are determined in co-operation with the other Naval Powers to achieve a common purpose for peace by the practical expression of it involved in naval reduction.

SIR AUREL STEIN'S AMBITION.

SECRET MOUNTAIN RETREAT.

Yesterday I talked to Sir Aurel Stein, the great explorer, who is to receive the Petrie Medal from Sir Gregory Foster, Vice-Chancellor of the University of London, in recognition of his services to archaeology, says a *Daily Mail* correspondent.

To look at his trim, alert figure and keen, bronzed face, you would never imagine that he was in his 67th year. The first of three expeditions he has made to Chinese Turkestan on behalf of the Indian Government started as long ago as 1900.

He was 11 years over the age limit for employment when he retired, a month ago, from his post on special duty in the Indian Archaeological Survey.

Despite that, he is planning a fourth journey in Central Asia if he can be granted the funds necessary for the three-years work it will entail.

Sir Aurel has for long made Srinagar, the Venice of the East, in the beautiful vale of Kashmir,

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northern Indian, his nominal headquarters, but when he is writing one of his many books he retires to a certain mountain, the exact location of which he was not anxious to indicate.

It was Sir Aurel who first explored a chapel in one of the caves shrines of the Thousand Buddhas, walled up a thousand years ago near the Tsin Huang oasis in Turkestan. He found there, among many other treasures, perfectly preserved owing to the dryness of the ground, the earliest printed book and the earliest woodcut in the world. They are now in the British Museum.

On that occasion he travelled 10,000 miles in two years and a half. His feet were badly frostbitten at the end of his journey, for part of it had taken him along the eaves of the Roof of the World—as the great Central Asian plateau is called—through eternal snows, at a height of 20,000ft.

He has visited the Black City of Khara Khotu, which was stormed and destroyed by the Mongols in the days of the Conqueror Genghis Khan 700 years ago, and it has lain forsaken and in ruins ever since.

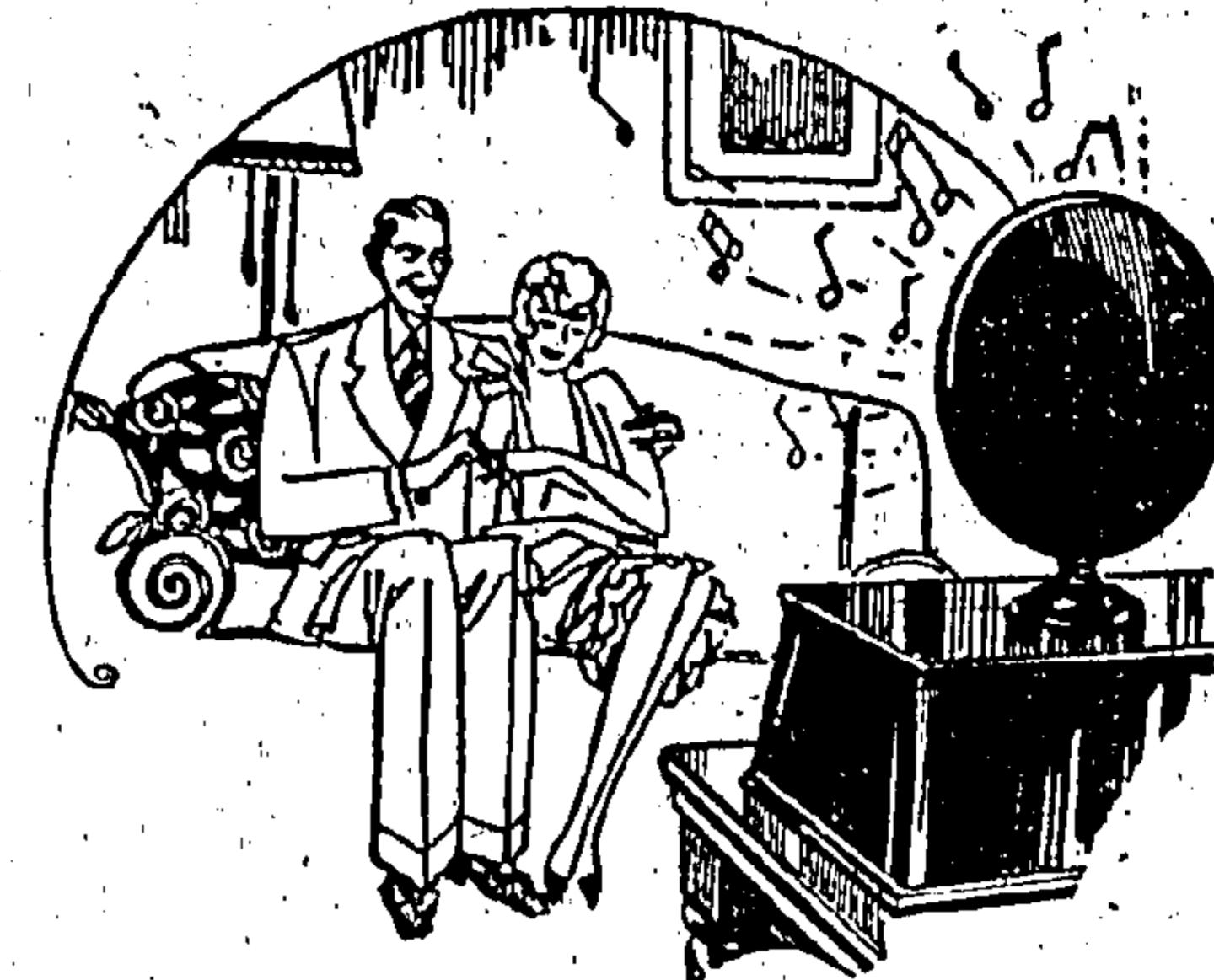
Natives and His Magic.
The natives believe it to be bewitched, but Sir Aurel had no difficulty in obtaining guides. They believed his magic stronger than that of the demons.

On his way home to England this year he travelled through Iraq, Syria, and Transjordan.

In what he calls the "tame" desert to the east of Syria, he found motor-tracks criss-crossed all over the sand. They had been made by a car which had as passengers two Syrian merchants, a Bedouin sheik, and three shepherds. And they were looking for lost sheep.

Sir Aurel visited the site of the ancient Ur of the Chaldees, where excavations are in progress, and referring to the splendid work of Mr. Woolley as director of the excavation he told me that the Arab workmen there are given a bonus, according to a system, on their finds, and consequently work well.

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HONGKONG WATER REGULATIONS.

NEW RULE WHICH PROHIBITS WASTAGE.

METERED SUPPLIES.

The *Gazette* contains amendments of the regulations under the Waterworks Ordinance, of which the principal change is a new regulation reading:

"No person shall willfully or negligently misuse or waste, or cause or allow to be misused or wasted, any water taken from a public fountain or public tank."

Regulation 8 has been amended in two respects, the new form being as follows (additions in italics):

"If a meter is found to be out of order, or if it is removed for repair or alteration, *or on account of any other reason*, the fact will be noted on the memorandum mentioned in regulation No. 6 of these regulations. On fixing a new meter or re-fixing the old meter, *second*, memorandum will be left at the tenement. The consumption for the time that the meter was out of order or for the time that the service was without a meter will be calculated according to the average daily rate of consumption that obtained between any two successive readings, whilst the meter was in good order, immediately preceding the removal of the meter, *or at the discretion of the Water Authority, according to the average daily rate of consumption during the period between the two successive readings immediately preceding the fixing of a new meter or the re-fixing of the old meter.*"

Regulation 13 is also amended, its new form being as follows:—"In all cases of metered supplies, an account shall be delivered quarterly of the amount to be paid for the water consumed in the preceding quarter and for the meter rent. The account shall be in Form B in the Schedule to these regulations, with such variations (if any) as the Water Authority may consider desirable, and the amount shall be paid into the Treasury within fourteen days of the presentation of the account."

SHAMEEN WEDDING.

INTERESTING CEREMONY AT CHRIST CHURCH.

Christ Church, Shameen, was the scene of a very quiet wedding on Sunday afternoon, when Miss Ida Lois Chinpin and Mr. Frank Earl Swisher were united in marriage by the Rev. Percy Jenkins.

The bride wore an attractive gown of beige georgette with hat to match and carried a shower-bouquet of pale pink roses.

After a wedding breakfast at the Victoria Hotel at Shameen, the bride and groom left for Hongkong, later sailing for America on the President Li-chen.

Both Mr. and Mrs. Swisher have been residents in Canton for some time. The bride, who is from Reedport, Oregon, has been teaching in the School for Western Children Paak Hoi Tong, and Mr. Swisher, who is from Boulder, Colorado, was on the staff of the Ling Nan University for several years. Mr. and Mrs. Swisher will reside this winter in St. Louis, Mo., where Mr. Swisher will continue his studies at Washington University.

ACCEPTED TENDERS.

RE-SURFACING OF KOWLOON ROADS.

The acceptance of the following tenders is notified in the *Gazette*:—Messrs. Li Sang and Co., \$60,555 for re-surfacing main roads in Kowloon (Nathan Road 1st Section—commencing from Salisbury Road).

Messrs. Johnley Ching, \$1,040.80 for the erection of latrine and urinal at Connaught Road West, (a) Wilmer Street (2 seats), (b) Water Street (2 seats) together with drainage and any other contingent work.

WARSHIPS IN PORT.

The following is the disposition of warships now in port:—Bashin—H.M. Ships Tamar and Moth.

North Arm—H.M. Ships Storm-cloud.

In Dock—L.19 and Sterling.

Foreign—French cruiser Waldeck Rousseau, U.S.S. Guam and Chinese gunboats Kwang Kun and Chung Shun.

Lieut. Commr. R. G. H. Milligan has been appointed to H.M.S. Tamar and is coming out on the *Carysfort*.

HONGKONG LIQUOR REGULATIONS.

NEW RULES APPLYING TO IMMATURE SPIRITS.

The following regulations made by the Governor-in-Council under section 95 of the Liquors Consolidation Ordinance, are to come into force on January 1st 1930:

The definitions of brandy and whisky set forth on pages 459 and 460 of the Regulations of Hongkong, 1844-1925, shall apply to these regulations.

In these regulations the terms "uncertified brandy" and "uncertified whisky" shall include respectively all brandy and whisky hereafter imported into the Colony except such brandy and whisky as shall have been proved, to the satisfaction of the Superintendent, to have been matured in wood for not less than three years.

No uncertified brandy or whisky shall be removed from any ship except into a general bonded warehouse, or to another bonded warehouse, for the purpose of exportation.

No uncertified brandy or whisky shall be removed from any ship except into a general bonded warehouse, except into another bonded warehouse, or to a ship for the purpose of exportation.

Notwithstanding anything in these regulations it shall be lawful for the Superintendent in his discretion to allow removal for any purpose of such small quantities of uncertified brandy or whisky as he may think fit, if he is satisfied that such brandy or whisky has been imported by a person for his private consumption.

THE SINO-RUSSIAN CRISIS.

(Continued from Page 1.)

dened three full brigades of Fengtien troops to leave for Manchuria, and it is believed that their commander is under orders to drive the Soviet forces back over the frontier.

The Manchurian Government has been reliably informed that the Russian Government at Moscow, has resolved not to answer the Note of the National Government protesting against the Russian shelling of Chinese troops at Manchuria.

The decision of the Moscow authorities to sever all negotiations with the Chinese government is evidenced by the departure from Tchita of M. Melnikov. This renders it impossible for the Manchurian and Nanking delegates to resume negotiations.

War-Like Attitude.

General Chang Hsueh-Liang has dispatched a long cable to Military Headquarters at Peking stating that judging by the war preparations of the Russian troops it seems that they are ready for any eventuality with China. General Chang adds that the Russian invasions along the frontier are more than mere demonstrations. They are daily becoming more serious in character.

PRIZE RECORDED AT BISLEY.

MAN WHO HAD NEVER WON BEFORE.

R. S. M. Apsey, of the Rifle Brigade, who has 21 years service to his credit, set up a record at the Army Rifle Association contest at Bisley.

When the competitions began he had never won an individual prize at these gatherings of rifle shots.

He secured the record for the number of prizes won by an individual at an Army rifle meeting. He won in the four days of the contest:

The Watkin Cup.

The Army Rifle Association's gold jewel.

The Army Rifle Association's medium silver medal.

The Army Hundred Cup.

The Roberts Cup (after a tie with C. S. M. Giles of his regiment), and

Two other silver medals.

In the championship R. S. M. Apsey's aggregate was 381, the next highest scores being Lieut. Archdale, Manchester Regiment, 366, and Lieut. King-Salter, Rifle Brigade, 359.

Leading scores in the Army Hundred Cup were: R. S. M. Apsey, 173; Staff Sergeant-Major Kendrick, 3rd Carabiniers, 162; C. S. M. Mapp, Smallarms School, 169.

OUR FRENCH NAVAL VISITORS.

SOME FACTS ABOUT VICE-ADMIRAL MOUGET.

Vice-Admiral Mouget, Commander-in-Chief of the French Squadron in Asiatic waters, who is at present in Hongkong aboard the flagship Waldeck Rousseau, was born on October 7th, 1897. He was elevated to his present rank on March 15th of last year. Before being appointed to the present command by M. George Leygue, the Minister of Marine, Rear-Admiral Mouget occupied, at Paris, the post of Assistant Chief of Staff at Naval Headquarters.

The Waldeck Rousseau is commanded by Captaine de Vaisseau, J. Fernet. The cruiser left France on May 10th of this year, and before coming to Hongkong had stayed a month at Saigon. She is leaving Hongkong on Monday at 2 p.m. direct for Tsingtao, after which she will go to Shanghai.



Vice-Admiral Mouget.

The cruiser Waldeck Rousseau was commissioned in 1911, and entered into service in the following year. During the World War, she assisted in the evacuation of the Serbian Army, after the retreat of the soldiers of King Peter.

Between 1920 and 1921, the cruiser was stationed at Constantinople and in the Black Sea. After having been in reserve since 1921, the Waldeck Rousseau has just been re-armed and re-commissioned in order to carry the pennant of Vice-Admiral Mouget.

QUEEN'S THEATRE.

"THE GIRL OF CHICAGO" COMING.

"The Girl From Chicago," a Warner Brothers production, starring Conrad Nagel and Myrna Loy comes to the Queen's Theatre on Tuesday and Wednesday. The cast includes William Russell, Carroll Nye, Paul Panzer and Erville Alderson. This melodrama of the underworld is based on the story of Arthur Somers Roche. It recounts the hair-raising adventures of a Southern girl, who leaves her father on the old plantation to come to the city for the purpose of freeing her brother from the gang whose machinations have placed him in the shadow of the chair. Many extremely exciting incidents take place before the final climax which, according to advance reports, is worked out in a thoroughly agreeable manner.

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The Very Idea!

A woman in Budapest who had been legally separated from her husband discovered to her amazement, on taking walk in the garden of a local cemetery, that her name appeared on one of the tombstones, the correct date of her birth being added.

It transpired that her husband had buried his recently deceased sweetheart under the name of his wife so that he might be enabled to marry again. Legal proceedings have been commenced against him.

Mrs. Newlywed was determined that the grocer should not take advantage of her inexperience. "Don't you think these eggs are rather small?" she asked critically. "Indeed, I do," agreed the grocer. "But that's the kind the farmer sends me. They were fresh from the country this morning."

"Yes," said the shopper, "that's the trouble with the farmers. They're so anxious to get their eggs sold that they take them out of the nests too soon."

Feltham man—It is difficult to upset a motor cycle combination. You see it has three legs.

Nottingham motor cyclist—The policeman gave me a lecture as he always does: we do not get on well together.

Magistrate at Bromley is a man with a bad record—You seem to be a blackguard of the deepest dye, man (tremblingly)—No, sir, don't say that.

Man at Glasgow Central Police Court: For three years and eight months I was under heavy surveillance. Magistrate—How did you manage to dodge them all? Man—I was lucky.

Motorist (after knocking down a butcher's boy)—Are you hurt, my lad?

Butcher's Boy (picking up the contents of his basket)—Dunno. Here's my liver and ribs, but where's my kidneys?

Still more howlers: As to why we have fireworks on November 5th—"To remember Guy Fawkes when he blew up the house of the Lord."

As to why cats have whiskers—"The cat can't help having whiskers, because it is its nature. They do not poke the eyes of a mouse out, but help cats to purr."

And finally, members of the Stock Exchange will learn with surprise that it is a place where anyone in England can go if they want a workman."

There was an old golfer of Biggar. Who made a sensation at Troon, Not at all on account of his figure, Which resembled a rising balloon.

But his way with the game

Was conducive to glee (Though some called it a shame), For he used from each tee—

No matter the distance—a jigger, And for putting he fenced a spoon.

"So you saw the woman drop her purse, but lost her in the crowd. Did you advertise it?"

"Oh, yes; I was honest enough to do that, but I didn't get an answer to the advertisement. I put in this:

"If the plain woman, about forty-five years of age, wearing dress and a hat of the style of three years ago, who lost a purse in Main Street on Saturday, will apply to—, the property will be returned."

—

K.C.C. CONCERT.

PROGRAMME BY BAND OF SOMERSET L.I.

An exceptionally fine programme has been arranged for the Kowloon C. C. concert to be held to-night.

By kind permission of Lt.-Colonel C. H. Little, D.S.O., and Officers of the Regiment, the Band of the 1st Battalion, The Somerset Light Infantry (Prince Albert's) will play:

1. Invocation to Battle from "Reinzi," Wagner.

2. Overture, "Tum O Shant," Learmont Drysdale.

3. Fantasia, "Aida," Verdi.

4. Cornet Solo, "Loves Garden of Roses," Haydn Wood.

Saxophone Solo, "La Cinquantaine," Gabriel-Marie.

5. Excerpts from "The Merry Widow," Lehar.

Interval.

6. Tone Poem, "Finlandia," Sibelius.

7. (a) Serenade, "La Paloma," Yradier.

(b) "O Sole Mio," Di Capua.

8. Xylophone Solo, "The Imp," Alford.

Trombone Solo, "The Joywheel," Sutton.

9. Morceau Militaire, "The Outpost," Mackenzie.

10. Excerpts from the Romantic Play, "Blue Eyes," Kern.

Regimental March, (Prince Albert).

God Save The King.

It is notified by the Sanitary Department that the rate per floor for limewashing in Hongkong and in Kowloon shall be \$5.80 for the period of one year, commencing from 1st October, 1929.

UNRULY SHANGHAI STUDENTS.

CROWD OF TWO HUNDRED IS DISPERSED.

DOZEN ARRESTED.

Shanghai, Aug. 12.

With the dispersal of a crowd of over 200 Chinese following a demonstration in the Pootoo Road District yesterday morning, and the arrest of ten of the most prominent of the agitators, a threatened procession through the Settlement was averted by the police of Pootoo Road station. Following the breaking-up of the demonstration, two more Chinese were arrested a few blocks away in the act of distributing communist and anti-Kuomintang propaganda.

The trouble commenced at about 10.45 o'clock yesterday morning at one of the regular meeting grounds of demonstrators at the corner of Macao and Ferry Roads in the Pootoo Road District.

Obviously fearing the methods of the Chinese communists of the student type commenced to gather on a vacant piece of ground in the mill district at about 10.30 a.m. Carrying aloft banners denouncing the Kuomintang, a number of

I accept your estimate—

for installing a Gas Cooker in each of the twelve houses in.....

In my experience with other quarters in the Colony, Gas is far better and cheaper than Coal in the long run.

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Scenes during the recent American Open Golf Championship in which Bobby Jones, the world famous amateur, defeated the strongest of the American professionals. It was his third Open Championship though he nearly threw it away on the last round when he had two sevens. He tied with Al Espinosa (centre) and beat him in the play-off by 23 strokes!

Top and right pictures are of Bobby Jones. Bottom left shows Walter Hagen driving.

U.S. BASEBALL.

LEAGUE RESULTS AND STANDINGS.

New York, Aug. 11.
To-day's baseball matches resulted as follows:

National League.

	R.	H.	E.
Pittsburgh	6	11	0
Brooklyn	4	9	1
(First game)			
Pittsburgh	3	10	1
Brooklyn	6	11	1
(Second game)			
St. Louis	1	7	1
Philadelphia	7	14	0
(First game)			
St. Louis	11	19	2
Philadelphia	9	16	1
(Second game)			
Chicago	4	7	1
Boston	1	6	0
Cincinnati	7	15	0
New York	2	6	0

American League.

	R.	H.	E.
New York	4	11	0
Cleveland	2	11	0
Boston	10	11	3
Chicago	7	13	1
Philadelphia	6	11	0
Detroit	5	12	0
Washington	4	9	2
St. Louis	2	7	0

Saturday's results were as under:

National League.

	R.	H.	E.
St. Louis	6	10	0
Pittsburgh	7	14	1
Cincinnati	1	4	3
New York	7	15	0
Chicago	12	13	0
Philadelphia	6	10	0

American League.

	R.	H.	E.
St. Louis	9	10	0
Chicago	4	12	2

No others.

The League standings are as follows:

National League.

	W.	L.	Pct.
Chicago	69	32	.683
Pittsburgh	63	40	.617
New York	59	48	.551
St. Louis	54	53	.504
Brooklyn	45	60	.423
Cincinnati	44	60	.423
Boston	43	62	.409
Philadelphia	41	63	.394

American League.

	W.	L.	Pct.
Philadelphia	78	30	.721
New York	65	38	.631
St. Louis	56	51	.528
Cleveland	55	51	.519
Detroit	51	55	.481
Washington	43	60	.417
Chicago	42	65	.383
Boston	32	72	.307

LOCAL BASEBALL.

POSTPONEMENT OF OPENING GAMES.

The opening games in the Hongkong Baseball League have been postponed for a week owing to the weather delaying the completion of the stand. South China will now play the Japanese Baseball Club on Saturday, August 24, and Hongkong will play the Filipino Club on Sunday, August 25.

AN INVASION OF SUSSEX.

AIR, LAND, AND SEA ACTION.

London, July 10.

A "battle" is to be fought in Sussex next month when the 47th (2nd London) Territorial Division, landing under fire from the battleship Iron Duke, with aeroplanes attacking them, will make a determined effort to invade the county.

The operations, in which about 5,000 men will take part, are to afford practice in inter-communication in battle between air, land, and sea forces, and to give the Territorials an opportunity of manoeuvring side by side with Regular Army units.

The plan of campaign is as follows: The States of Downland (capital London) and Greyland (capital Cardiff) have been at war since April without fighting a decisive land action. On June 1, however, Greyland won a naval battle, driving the remnant of the enemy's fleet into Portsmouth. Now dominant at sea, Greyland decides to employ the Territorial Army Corps in co-operation with the Navy for the capture of Portsmouth.

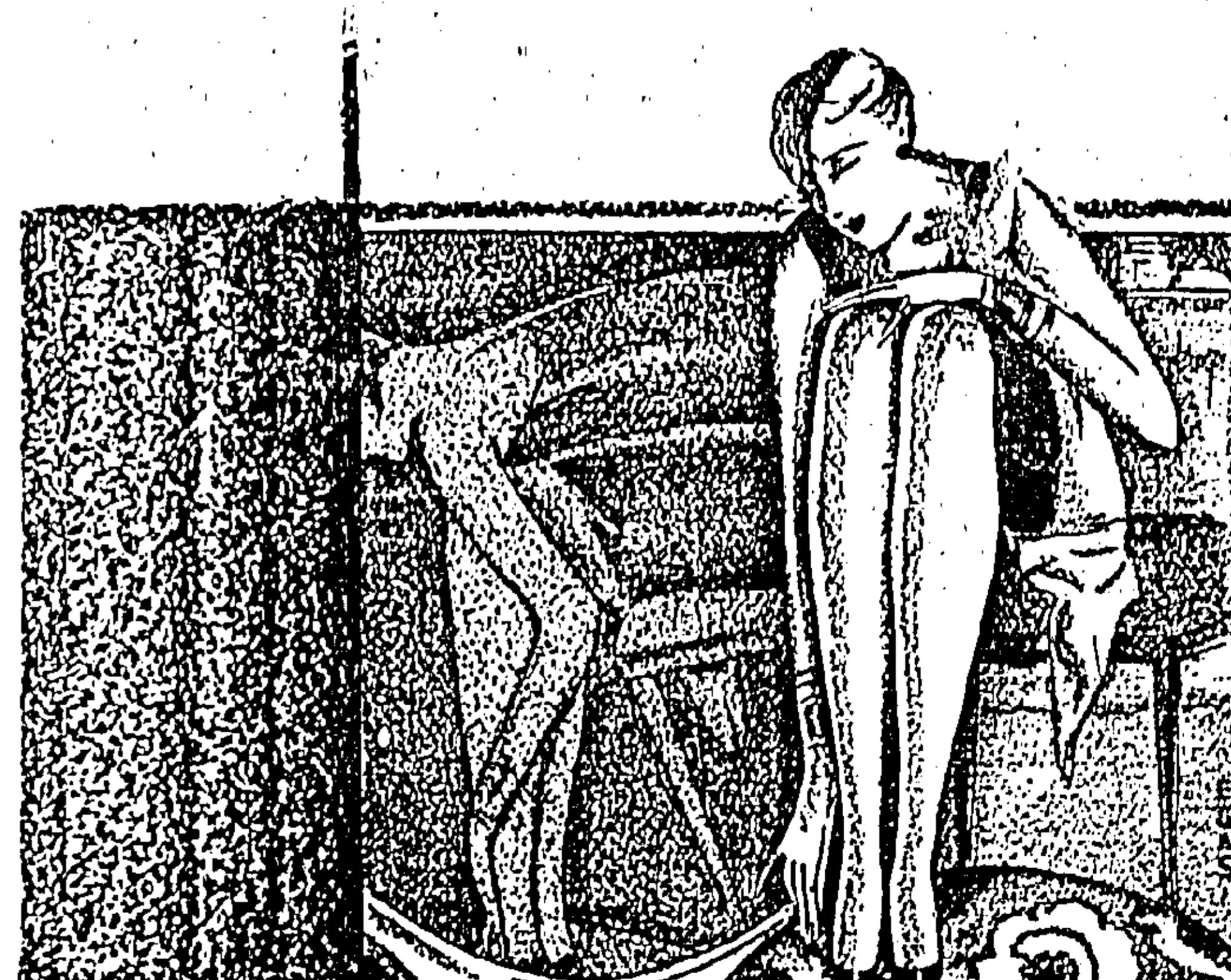
The corps is assembled at Bristol, embarked, and its landing visualised near Newhaven, Sussex, with the object of attacking Portsmouth from the East. So on August 6, Greyland's fleet and transport sails from Bristol with the object of securing the high

ground lying between Eastbourne, Lewes, and Brighton, to enable Newhaven and its neighbourhood to be used as a base.

During the early hours of August 8, Greyland will effect a surprise landing on Seaford beach. By 9 o'clock its forces will be advancing towards the line South Hill-Blackcap Hill-South-ease-Saltdean Cottages.

To cope with this situation, Downland will de-rail troops at various points between Brighton and Eastbourne, augmenting them later by mechanised forces and light tanks which move by road.

The first troops will land from the Iron Duke at 9 a.m., and the operation is expected to end in the neighbourhood of Telscombe, near Newhaven, early in the afternoon.



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THEY wear Holeproof rich natural silk hosiery. They know how many more months it lasts. But the secret of its long wearing quality they never realize. It's the Holeproof "Ex" reinforcement at the toe . . . a reinforcement so finely woven the foot cannot feel it . . . the eye barely sees it. Yet it is the arch enemy of holes.

And Holeproof Hosiery is first in fashion, too. A famous Parisian fashion authority, Lucile, creates correct colours . . . dictates the newest idea in heels and clocks . . . makes Holeproof Hosiery a smart accessory to every ensemble.

Holeproof Hosiery

Representative
KELLER, KERN & COMPANY, LTD.
P. O. Box 659, Hongkong



This ought
to interest
YOU!

Enervin enriches
the blood, feeds
the nerves, and
invigorates the
entire system. It
builds up health
and strength.

Messrs. Grigorson, Oldham & Co., Ltd., have the pleasure to introduce to the public of Hongkong the famous.

"ENERVIN" Tonic Wine.

"ENERVIN"—the Ideal Tonic Wine—is a scientific preparation of Pure Douro Port with tonic properties of proved health-giving value.

Take

Enervin

The GENUINE Tonic Wine
It MUST do you good
Obtainable at all licensed stores.

HAVE YOU PURCHASED A

TUNDICE

Ice Tank?

IF NOT, YOU MUST DO SO NOW
IF YOU VALUE YOUR

COMFORT and PLEASURE

Stocked in 4 sizes:—

Large
Medium
Small
Motor Car

Sole Agents:

CALDBECK MACGREGOR & CO., LTD.

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Prince's Building, Ice House Street.

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For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheyela"

Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

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Alexandra Building. Telephone O. 763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

THE QUEEN AND A GIRLS' CLUB.

HER COAT OF GOLD BROCADE.

Women from the United States, Australia, India, China, and several European countries gathered in a blue and white marquee in Great Russell-street, W.C., recently to see the Queen lay the foundation stone of a great club for business and professional girls in London.

The club is being built at a cost of £250,000 by the Young Women's Christian Association. The Queen, Princess Mary, and the Duchess of York contributed towards it.

The interior of the marquee had the atmosphere of a garden party. There were many beautiful frocks and Coldstream Guardsmen in full dress played music. The spot where the Queen laid the foundation stone was surrounded by decorations in pale blue and white.

As the Queen entered all eyes gazed with admiration at her stately appearance in a beautiful coat of silver, blue and gold brocade, with fringes on the sleeves of pink, blue, and silver. She wore a silver turban.

The Queen spread the mortar with a trowel which Sir Edwin Lutyens, the architect of the building, presented to her, and tapped the stone with a mallet. Her words of dedication were picked up by a microphone and for the second time wireless listeners heard the Queen speak.

PRISON RIOT AT LEAVENWORTH.

FOUR CASUALTIES IN DISORDER.

Leavenworth, Kan., Aug. 1. One prisoner in the federal penitentiary was killed to-day and three were wounded in the course of six hours' rioting.

A general prison escape was averted only by strenuous efforts on the part of guards.

The riot started when the prisoners began to throw plates and break up tables because they had been served with Mexican rice, which they previously had refused to eat.

Soon the men were tearing out cell bars and wrecking property generally. They were driven to their cells by the guards on the great wall outside, who opened fire.

LORD WEMYSS'S PICTURES.

£15,000 FRAUD CHARGE WITHDRAWN.

Arthur Ruck, aged 41, art dealer, of Berkeley-street, W., was indicted at the Old Bailey for obtaining a cheque for £15,000 from Messrs. Colnaghi, art dealers, New Bond-street, W., by false pretences.

Mr. Oliver, K.C., prosecuting, said Ruck had the best possible reputation, and was a man to whom the transactions would be a small one in the ordinary way.

Last April he entered into negotiations with Messrs. Colnaghi for the purchase of four pictures, including a Gainsborough and a Ruisdael, in the possession of the Earl of Wemyss. They were bedrooms, but they could be sold with the consent of the trustees. The earl was in bed with a broken leg at the time, and the negotiations were carried on his behalf by Lady Angela Forbes.

Lady Angela Forbes.

On April 22 Mr. Ruck told Messrs. Colnaghi he was in a position to sell four pictures for £15,000, and they handed him a cheque for that amount.

As the pictures were not delivered, Messrs. Colnaghi's solicitors asked for an explanation, but Mr. Ruck, very foolishly, instead of attending to the matter and returning the money, seemed to have gone on chasing about the country after Lady Angela Forbes, trying to pull off the deal. Lord Wemyss had never agreed to sell the pictures.

Messrs. Colnaghi came to the conclusion that Mr. Ruck could not return the money, and after taking advice they felt bound to institute proceedings. The money had now been repaid. In these circumstances it seemed to be idle to ask the jury to convict.

"There is no question of compounding a criminal matter," said Mr. Oliver, "but it is our acknowledgment that no crime was ever committed because there was no intention to defraud."

Sanguine and Careless.

The Recorder (Sir E. Wild, K.C.): You think Ruck was too sanguine?

Mr. Oliver: Yes, and grossly careless.

Mr. Norman Birkett, K.C., defending, said that the whole difficulty had arisen because Mr. Ruck

MRS. BUNDY AND THE BALL BOY.

"I REALLY BELIEVE IT IS WIGGINS."

Twenty-five years ago there was a ball-boy at the old Wimbledon lawn tennis ground named Wiggins. He proudly fetched balls for Miss May Sutton, now Mrs. Bundy.

Miss Sutton won the championship that year, and she was so pleased by the alertness of young Wiggins that she promised him that next time she came to Wimbledon she would give him a tennis racket inscribed with her signature.

But Miss Sutton did not return to Wimbledon for 25 long years. She forgot Wiggins and Wiggins forgot her.

A man stood outside Wimbledon last month selling newspapers. The Miss Sutton of 25 years ago, now Mrs. Bundy, paused to buy a paper, and then looked hard at the seller.

"I really believe it is Wiggins," she said. "Are you the Wiggins who used to be ball-boy?"

"I was—I mean I am," he said proudly.

"Then I owe you a tennis racket," said Mrs. Bundy. She went back to the courts, got a racket, wrote her name on it, and presented it to the much surprised and delighted friend of a quarter of a century ago.

was too sanguine. He thought he had an arrangement whereby he could fulfil the contract with Messrs. Colnaghi. That was ill-founded, as the events proved.

Sir E. Wild: Your client honestly thought he had an arrangement with Lord Wemyss?

Mr. Birkett: Yes.

Mr. Birkett said he was satisfied that Messrs. Colnaghi acted in good faith.

Sir E. Wild said Mr. Ruck left the court without the slightest stain on his character.

Wash Away That Itch

With a Penetrating Antiseptic
Now you can stop Itching. Riddling this lotion
over the skin will soothe the irritated tissue.
It is a powerful antiseptic and astringent. It
will quickly yield to this famous antiseptic.
LAVOL provides you skin and scalp health.
Dermatologist P. A. and sold by the good druggists.
(Goldschmid, & Phillips, Manila—Singapore—
Hong Kong).

Before You Decide—See

THE NEW SILENT KELVINATOR

SO SILENT..... so startlingly quiet
even in starting.....that you will
watch this new Kelvinator and wonder
whether it is running.

AND coupled to silence; a host of
tested, proven features including the
Cold Keeper for quick freezing of
desserts, etc.

SEE THE NEW KELVINATOR FIRST!

Agents—REISS, MASSEY & CO., LTD.
EXCHANGE BUILDING.....Tel. C. 678.

Now Being Exhibited at—

WHITEAWAY, LAIDLAW & CO., LTD.

FURNISHING DEPARTMENT,

AND AT

THE HONGKONG ELECTRIC CO.
SHOWROOM.

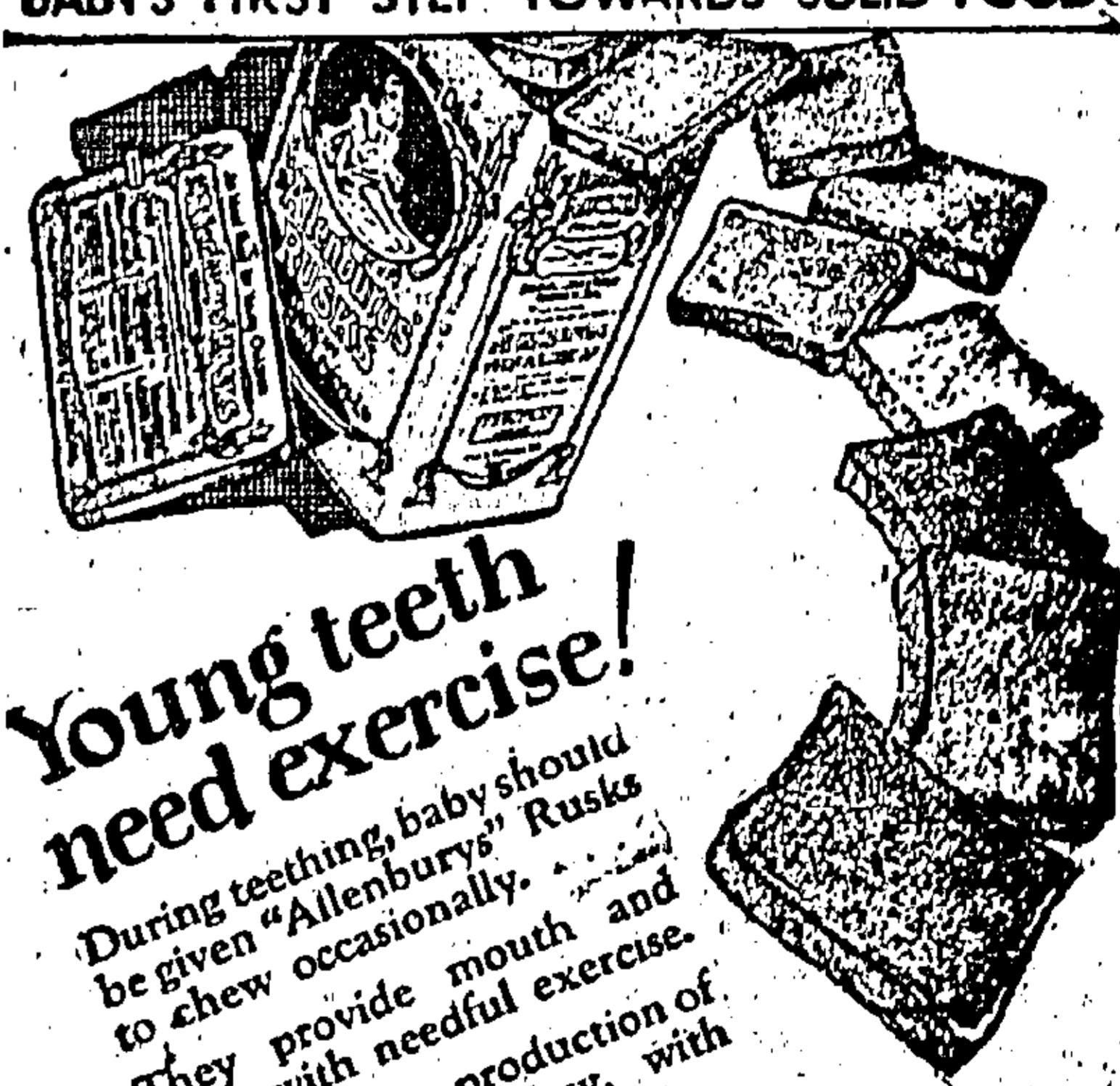
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Coates' ORIGINAL

PLYMOUTH GIN

OBTAIABLE: EVERYWHERE.

BABY'S FIRST STEP TOWARDS SOLID FOOD



Young teeth
need exercise!

During teething, baby should
be given "Allenburies" Rusks
to chew occasionally. They
provide mouth and
gums with needful exercise.
They assist wide production of
a strong, wide room for teeth, with
ample room for teeth, with
so essential for Vitamin 'D',
of perfect bones and teeth.
They have a pleasant taste
and, softening, are easily swallowed.

allenburies

MALTED
RUSKS

Packed in hermetically sealed tins to
retain their original crispness and flavor.
Obtainable of all Chemists
(London & Shanghai).

OTHER BUILDINGS

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St. Stephen's College
Diocesan Boys' School
St. Stephen's Hostel
St. Stephen's Staff
Quarters

CLUBS

Hongkong Club
Hongkong Cricket Club
Hongkong Jockey Club
U.S. Recreation Club
Royal H.K. Golf Club

HOSPITALS

Victoria Hospital
Matilda Hospital
Alice Memorial Hospital
New Tung Wah Hospital
Nursing Home, Canton

FIRSTLY. All systems are designed by experts thoroughly acquainted with local conditions and requirements.

SECONDLY. All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.

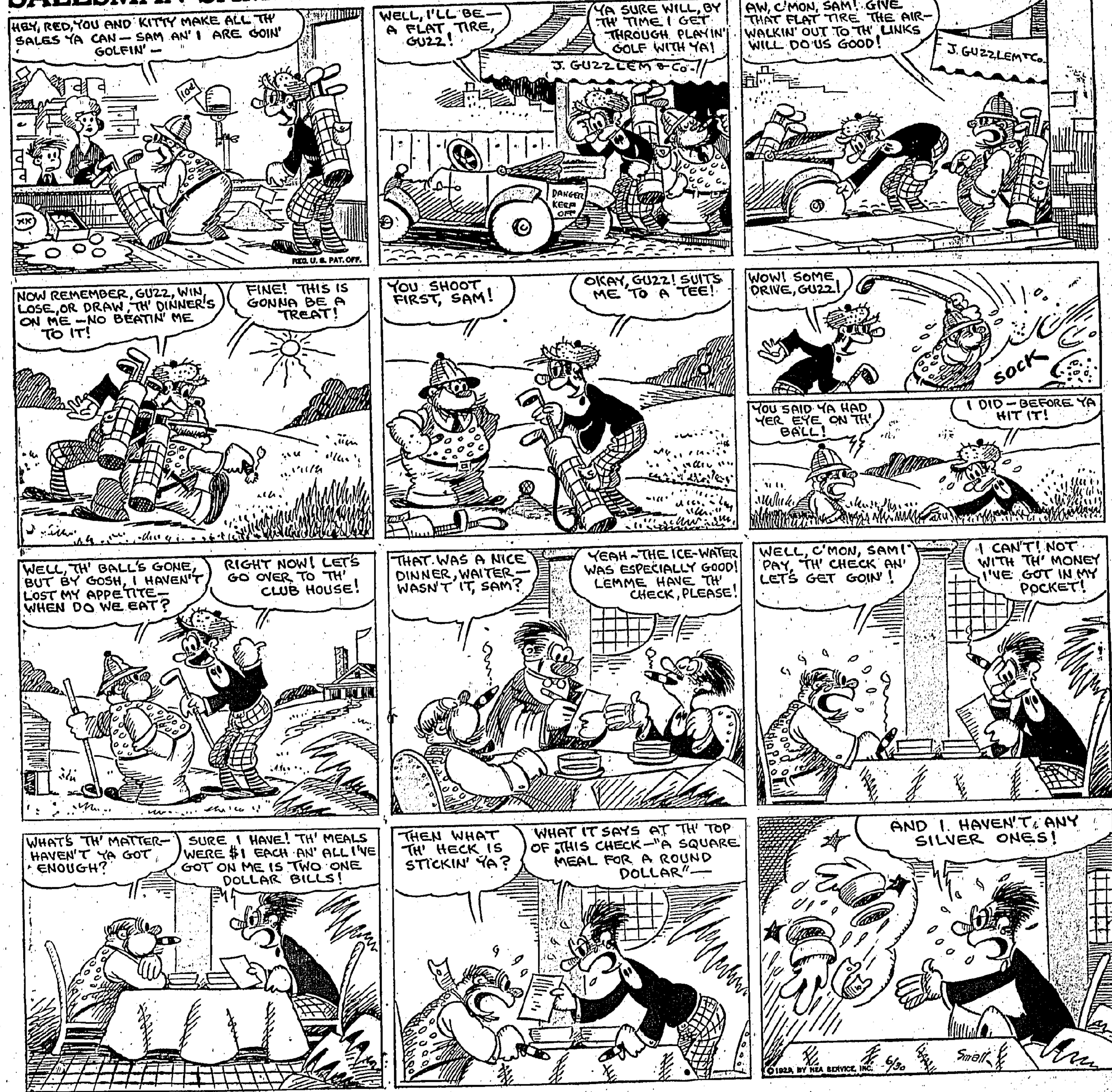
THIRDLY. We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

DODWELL & CO., LTD.

Telephone C. 1030.

Queen's Buildings.

SALESMAN SAM



Last 12 Days of Whiteaways Sale.

SPECIAL BARGAINS FOR MONDAY NEXT.

IN

LADIES' SHOES,

LADIES' HATS,

DRESS VOILES,

CHILDREN'S SHOES,

LADIES' DRESSES,

MUSLINS,

MEN'S SHOES,

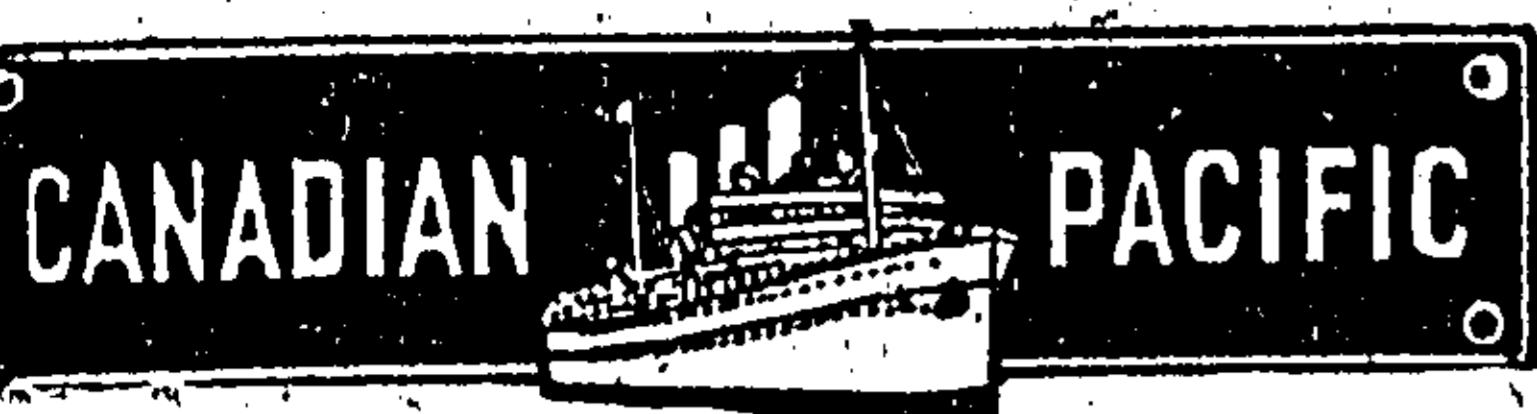
LADIES' HOSE,

GINGHAMS.

Etc., Etc.

SPECIAL TABLES OF TOYS, 25 cts. 50 cts. & \$1.00
STOCK MUST BE CLEARED.

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**SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA & VANCOUVER**

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver

11 Days Kobo-Vancouver, 9 Days Yokohama-Vancouver

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver	Arrive
Leave	Leave	Leave	Leave	Leave	Arrive	
Empress of Russia	Aug. 21	Aug. 24	Aug. 27	Aug. 28	Sept. 7	
Empress of Asia	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21	
Empress of France	Sept. 26	Sept. 29	Oct. 1	Oct. 3	Oct. 12	
Empress of Russia	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26	
Empress of Asia	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16	
Empress of Canada	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30	
Empress of Russia	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14	
Empress of Asia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4	
Empress of Canada	Jan. 18	Jan. 21	Jan. 23	Feb. 1		
Empress of Russia	Feb. 5	Feb. 8	Feb. 11	Feb. 13	Feb. 22	
Empress of Asia	Feb. 26	Mar. 1	Mar. 4	Mar. 6	Mar. 15	
Empress of Canada	Mar. 12	Mar. 15	Mar. 18	Mar. 20	Mar. 29	
Empress of Russia	Apr. 2	Apr. 5	Apr. 8	Apr. 10	Apr. 19	

(E/Asia & E/Russia all at Nagasaki the day after departure from Shanghai.)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

Special Round-Trip Summer Fares.

From Hong Kong to SHANGHAI and Return	H.K. \$120.00
" " NAGASAKI " "	H.K. \$165.00
" " KOBE " "	H.K. \$210.00
" " YOKOHAMA " "	H.K. \$235.00

Tickets sold at above rates will be valid for Return Passages up to

30th SEPTEMBER, 1929. Final Limit of Sale 25th SEPTEMBER, 1929.

HONGKONG-MANILA SERVICE

Leave	Arrive	Leave	Arrive
Hongkong	Manila	Manila	Hongkong
Aug. 27	Aug. 29	Empress of Asia	Aug. 30

Sept. 17 Sept. 19 Empress of France Sept. 20 Sept. 22

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PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Pasenger Department: Tel. O. 782. Cable: "GACANPAC."

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AMERICAN & MANCHURIAN LINE.

ELLERMAN AND BUCKNALL S.S. CO. LTD.

SAILINGS FROM HONGKONG

S.S. "CITY OF CANBERRA" ... via Suez Canal 10th Sept.
S.S. "PYRRHUS" ... via Suez Canal 30th Sept.
Steamers proceed via Suez Canal or Panama Canal at owners' option.

Subject to Change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE DARK LINE, LTD., HONGKONG.
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THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.

Loading Direct For

ROTTERDAM, AMSTERDAM, HAMBURG AND SCANDINAVIA.

Loading about

"M.S. "NAGARA" ... 17th August
"M.V. "AGRA" ... 7th September
"S.S. "SUMATRA" ... 12th October

Also loading direct for Trieste & Marseilles.

Also loading direct for Trieste.

SHANGHAI, JAPAN PORTS and VLADIVOSTOK.

S.S. "SUMATRA" ... 2nd September

For further particulars apply to the

GILMAN & CO., LTD. G. E. HUYGEN. Agents Canton.



FRENCH MAIL STEAMERS.

Sailings from Hongkong.

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden) Suez, Port Said.

ATHOS II ... 27th Aug.
D'ARTAGNAN ... 10th Sept.
SPHINX ... 24th Sept.
ANGERS ... 8th Oct.
G. METZINGER ... 22nd Oct.
ANDRE LEON ... 5th Nov.
PORTHOS ... 19th Nov.
D'ARTAGNAN ... 3rd Dec.

We can issue through-tickets to Egypt, Syrian ports, East Africa, Madagascar by transhipment on our mail steamers at Port Said or Djibouti.

COMMERCIAL LINE.

From DUNKIRK Hamburg, Rotterdam, (Antwerp):

For full particulars, apply to:

Cie. des MESSAGERIES MARITIMES

Telephones: C. 651 & 740. 8, Queen's Building.

COMPANY MEETING.

THE GENERAL ELECTRIC COMPANY.

During the course of his speech at the annual general meeting of the General Electric Company, Ltd., held in London, on July 4, Sir Hugo Hirst, Bart., who presided, said:

The profits for the year are some £20,000 better than last year, which is a very small increase considering the increased turnover in most of the departments, but for a variety of reasons, mainly over-production in the industry and foreign importation, prices during last year have shown a tendency to drop, and it required efforts to obtain a much greater volume of business to maintain the earning capacity of the company.

We found it desirable to increase the amount allocated for depreciation by £10,000. All other figures are practically the same. The greater contribution to the pension fund is, of course, largely due to the increased number of people employed.

As regards the balance-sheet, on the credit side "freehold land and buildings" and "fixed plant and machinery" show increases, in spite of heavier depreciation.

Liquid Cash and Investments.

Our "liquid cash and investments in British Government Securities" are slightly less than last year. This is partly due to the fact that we have been able to acquire for cancellation a certain amount of debentures which have been offered in the market, and have thereby slightly expedited the normal redemption procedure. It is also due to additional capital expenditure in various directions, to which I have alluded above.

On the debit side the figures so nearly resemble the figures presented last year that no explanation is necessary, except that we have an increase of creditors corresponding to the increase in debtors, and that we have under "capital authorized"

recorded the creation of 1,000,000 British Ordinary shares, none of which have as yet been issued. The incident of the "creation" of these shares will be fresh in the memory of shareholders.

Increased Activities.

To sum up, the results of the year have added to the company's material strength not only from the point of view as illustrated by figures in the balance-sheet, but also from the aspect of increased activities both in marketing and in research and development.

We have increased the number of our branches and depots in the United Kingdom in order to give better service to the ever-increasing number of people interested in the purchase of electrical products. We have acquired by purchase Clave House, which adjoins Magnet House, in order to find additional accommodation for our growing staff.

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LETTER GOLF.

You probably haven't played HIDE and SEEK for a long time, but here's an opportunity.

H	I	D	E

S E E K

1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

LONDON SERVICE

"ACHILLE" ... 20th Aug. Miles, London, N'dam & H'burg
"ANTENOR" ... 4th Sept. Miles, London N'dam & G'gov

"PHILOCTETES" ... 17th Sept. Miles, London, B'dam & H'burg

+ Calls at Casablanca

LIVERPOOL SERVICE

"AGAPENOR" ... 20th Aug. Genoa, Havre, L'pool & G'gov
"PROTEUS" ... 14th Sept. Genoa, Havre, L'pool & G'gov

+ Calls at Tripoli.

PACIFIC SERVICE

via Koh & Yokohama
"TYNDAREUS" ... 24th Aug. Victoria, Vancouver & Seattle
"TEUKEE" ... 12th Sept. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"PYRRHUS" ... 30th Sept. New York, Boston & Baltimore

INWARD SERVICE

"HECTOR" ... 10th Aug. Shanghai, Mofu, Kobo & Yoko
"TAKU" ... 22nd Aug. Taku, Tsingtao, Weihaiwei, Taku & Dally

PASSENGER SERVICE

"ANTENOR" ... 4th Sept. Singapore, Marseilles & London
"HECTOR" ... 2nd Oct. Singapore, Marseilles & London

+ Calls at Daylight.

+ Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:

BUTTERFIELD & SWIRE.

Agents

CONSIGNEES' NOTICES.

THE BEN-LINE STEAMERS, LIMITED.

From MIDDLESBROUGH, LIMMINGTON, LONDON, STRAITS and PHILIPPINES.

The Steamship.

"BENLAWERS"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd August, will be subject to a free storage period.

All claims against the steamer must be presented to the Undersigned on or before the 5th September, 1929, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined by the 22nd August, at 10 a.m., by Messrs. Goddard and Douglass.

No fire insurance has been effected.

Bills of Lading will be countersigned by

GIBR, LIVINGSTON & CO., LTD., Agents, Hongkong, 10th August, 1929.

ABSENT DEFENDANT.

MANSLAUGHTER CASE TAKES UNEXPECTED TURN.

The manslaughter case, arising out of the fatal accident which occurred at the junction of Nathan and Waterloo Roads on July 6, took an unexpected turn when the hearing against Fung Shin-wan was to have been continued before Mr. T. S. Whyte Smith at the Kowloon Magistracy yesterday afternoon.

When the Court assembled and the defendant's name was called in the usual way there was no reply and his Worship accordingly ordered the defendant's bail of \$500 to be estreated. On the application of Sub-Inspector McWalter, who is in charge of the Kowloon Traffic Office, his Worship issued a warrant for the defendant's arrest.

It will be recalled that the Crown alleged that the defendant who was driving a Ford six-wheeler along Nathan Road drove his vehicle in such a negligent manner as to cause the death of a pedestrian who was walking near the side channel.

According to the evidence called up to the time of the last adjournment the defendant was stated to have been driving along Nathan Road from the direction of the Star Ferry and on approaching the junction at Waterloo Road he is alleged to have speeded in front of another lorry which was turning to proceed past the Mortuary.

In swerving sharply to regain his correct side of the road, the witnesses for the Crown were of the opinion that the defendant lost control of his vehicle with the result that it took a rather un-

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

HIDE, SIDE, SITE, SITS, SETS, SEES, SEEK.

usual course and mounted the kerb.

A pedestrian who was walking near the gutter was struck by the lorry and after being carried several feet was picked up dead.

The case for the Crown was in the hands of Mr. L. R. Andrewes, Assistant Crown Solicitor, while Mr. H. J. Armstrong appeared for the defendant.

Reduced through tickets to Europe via U.S.A. varying from £88 to £120 on sale.

SUMMER EXCURSION RATES.

From Hongkong to Shanghai and Return	£1.120
" " " Nagasaki	£1.165
" " " Moji	£1.190
" " " Kobo	£1.210
" " " Yokohama	£1.235
SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
Tenyo Maru	Wednesday, 21st Aug.
Korea Maru	Wednesday, 4th Sept.
SEATTLE, VICTORIA via Shanghai & Japan Ports	
Shizuka Maru	Monday, 9th Sept.
Yokohama Maru	Monday, 23rd Sept.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez	
Hakozaki Maru	Saturday, 24th Aug.
Hakusan Maru	Saturday, 7th Sept.
SYDNEY & MELBOURNE via Manila & Ports	
Kaga Maru	Wednesday, 21st Aug.
Tango Maru	Wednesday, 25th Sept.
BOMBAY via Singapore, Panang & Colombo	
Tokubishi Maru	Wednesday, 28th Aug.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama	
Bokuya Maru	Monday, 19th Aug.
SOUTH AMERICA (EAST COAST) via Singapore	
Cape Town & Ports	
Kawachi Maru	Friday, 30th Aug.
NEW YORK, BOSTON, HAVANA via Panama	
Kako Maru	Tuesday, 20th Aug.
Taketo Maru	Friday, 30th Aug.
LIVERPOOL via Port Said, Constantinople, Gona & Marsilles	
Lyons Maru	Friday, 20th Sept.
CALCUTTA via Singapore, Penang & Rangoon	
Malacca Maru	Saturday, 17th Aug.
Atkita Maru	Thursday, 29th Aug.
SHANGHAI, KOBE & YOKOHAMA	
Yamagata Maru (Kobe Direct)	Sunday, 18th Aug.
Haruna Maru	Monday, 19th Aug.
Tango Maru Nagasaki Direct	Friday, 23rd Aug.
Urgo only.	

Reduced 1st class Excursion Rates quoted between

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For further information apply to:— **NIPPON YUSEN KAISHA**, Tel. Central Nos. 292, and 3897 (private exchanges to all Depts.).

CONSIGNEES' NOTICE.

N. Y. K. LINE.

NIPPON YUSEN KAISHA

From EUROPE and STRAITS

The Steamship.

"MATSUUE MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd August, will be subject to a free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA, Hongkong, 16th August, 1929.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship

"ARTAGNAN"

Arrived Hongkong on Tuesday the 13th August, 1929, from MARSEILLES &c.

MANSLAUGHTER CASE TAKES UNEXPECTED TURN.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the Undersigned before the Thursday the 22nd August, 1929, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard and Douglass at 10.00 a.m. on Monday, the 19th August, 1929.

No claims will be admitted after the goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 13th August, 1929.

RIVER. GUNBOATS.

TO BE COMMANDED BY A CAPTAIN.

NIPPON YUSEN KAISHA

From EUROPE and STRAITS

The Steamship.

"MATSUUE MARU"

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No claims will be admitted after the goods have left the Godowns. No fire insurance has been effected.

NIPPON YUSEN KAISHA, Hongkong, 16th August, 1929.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship

"ARTAGNAN"

Arrived Hongkong on Tuesday the 13th August, 1929, from MARSEILLES &c.

MANSLAUGHTER CASE TAKES UNEXPECTED TURN.

Consignees of Cargo by the above named steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained as the goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the Undersigned before the Thursday the 22nd August, 1929, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Goddard and Douglass at 10.00 a.m. on Monday, the 19th August, 1929.

No claims will be admitted after the goods have left the Godowns.

No fire insurance will be effected by us in any case whatever.

L. LESDOS, Agent.

Hongkong, 13th August, 1929.

HAINAN TYPHOON.

DAMAGE DONE TO ROOFS OF HOUSES.

NODON (Hainan).

TYPHOON, HAINAN.

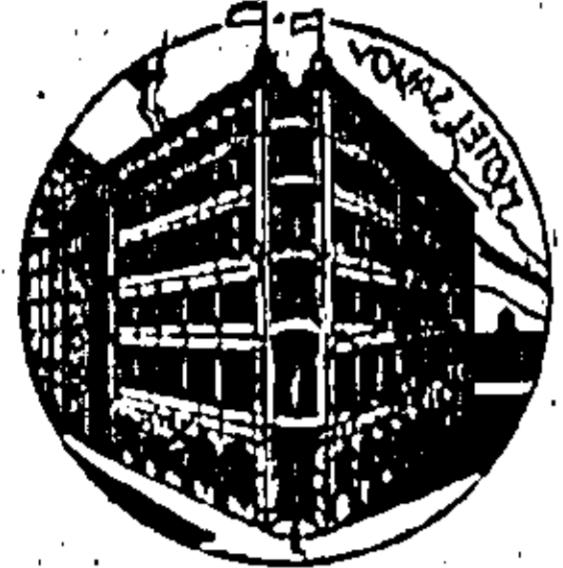
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IMPRESSIVE MILITARY FUNERAL.



Full military honours were accorded at the funeral of the late Lieut. J. E. Hancock, of Volunteer Defence Corps, on Thursday. In the above picture, officers of the Corps are seen conveying the remains to the graveside. Following the coffin are Mr. J. P. Warren and Mr. F. Syme Thomson, of Messrs. Dodwell and Co., behind whom can be seen H. E. Major General J. W. Sandlands and other officers. (Photo: Ming Yuen).

YORKSHIRE FAILS AT SHEFFIELD.

USEFUL POINTS LOST TO DERBY.

NOTTS BENEFIT FROM RIVAL LAPSES.

FIFTH TEST PRELUDE.

London, Aug. 16.

Yorkshire have received a setback in their strong bid for county honours, failing to defeat Derbyshire at Sheffield in spite of a lead of 61 runs on the first innings.

Another calamity among the leaders was experienced by Gloucester, who lost by one run in a sensational match with Sussex. Notts having defeated Warwickshire, their position at the head of the table is rapidly becoming established.

The leading positions are as follows:

Pos.	1st Inn.	2nd Inn.	3rd Inn.	4th Inn.	5th Inn.
1. Notts	23 12	2 3	4 2	3 1	3 1
2. Gloucester	24 13	6 1	3 2	2 2	126
3. Lancashire	24 10	3 6	4 1	2 1	126
4. Yorkshire	24 11	7 5	1 0	1 0	124
5. Kent	24 11	6 2	2 0	1 0	119
6. N. Middlesex	24 11	7 5	1 0	1 0	116
7. Middlesex	23 10	5 5	3 0	1 0	114
8. Leicestershire	23 9	6 6	4 0	1 0	114
9. Derbyshire	24 9	6 6	3 1	1 0	114

YORKSHIRE'S FAILURE.

Was Declaration Too Long Delayed.

At Sheffield, Yorkshire defeated Derbyshire on the first innings in a closely contested game, up to a point. Derbyshire after a very bad spell have returned to something akin to their old form, but Yorkshire seem to have been over-cautious in waiting until they had set them 331 runs to win before declaring in their second innings.

Yorkshire went in first and compiled 287, to which Derbyshire replied with 226, leaving them 61 runs in arrears.

In their second knock, Yorkshire put together 269 runs for 5 wickets before applying the closure. Derby had made 121 for the loss of two wickets when play was brought to an end.

Macaulay took 5 wickets for 62 runs in Derbyshire's first innings.

A HOBBS CENTURY.

Surrey too Good For Somerset.

Weston-Super-Mare has not proved a happy holiday resort for the Somerset XI. They experienced their third defeat there-to-day, going down to Surrey by 161 runs.

The visitors won the toss and elected to take first knock. Their innings was distinguished by a fine century from Jack Hobbs, who hit 134 in fine style. The innings closed at 321. J. C. White bowled splendidly for Somerset, taking 8 wickets for 113 runs.

Somerset could not do better than 184 in reply, but they effected a quick dismissal of Surrey, the last wicket falling at 140. White was again the outstanding bowler, taking 5 wickets for 41 runs.

Somerset were left to get 278 to win, but they collapsed, being all out for 116, Peach taking 6 wickets for 38 runs.

SOUTH AFRICAN BATTING.

Brilliant Effort By Skipper.

The South Africans have been in fine batting form at Southampton, where they have been playing Hampshire as a prelude to the Fifth

SUPREME COURT NOW VACANT.

Applications are being invited for the post of Chief Interpreter in the Supreme Court of Hong Kong.

Candidates must be British subjects of European birth and thoroughly conversant with the Chinese dialect, while a knowledge of a second dialect of the Chinese language is desirable.

The commencing salary is at the rate of £360 per annum rising to £500 by four annual increments of £30 and one of £20, such salary being payable monthly in Hong Kong currency at varying rates of exchange under a special scale.

Quarters will not be provided,

but an allowance will be granted in aid of rent according to the salary for the time being.

— (Continued from Page 1.)

France, Japan and Belgium are now prepared to offer Mr. Snowden eighty per cent. of his demands (compared with yesterday's sixty per cent. offer), the equivalent of forty million gold marks annually.

It is understood that the French, Belgian and Japanese delegates are pressing the Italians to yield some of the huge benefits to Italy obtained from the Young plan, and thus prevent a breakdown.—Reuter.

Pessimistic French Comment.

Paris, Aug. 16. French opinion at the Hague is more pessimistic.

The *Figaro* says, "The conference is dead and buried. Mr. Snowden will go down in history as its grave-digger."

The *Petit Parisien* says, "M. Francquel offered Mr. Snowden sixty per cent. of the British demands, but Mr. Snowden was immovable. His aim seems to be rupture."

Le Journal comments that the termination of the Rhineland occupation is solely dependent on the execution of the Young plan.

The *Matin* says that if a rupture occurs it should be remembered M. Brind, Dr. Stresemann, Mr. MacDonald, Dr. H. Henderson and Lord Cecil will soon meet at Geneva. There will then be conversations between men distinguished for courtesy and a desire for peace.—Reuter.

and Final Test, which starts tomorrow.

The match was drawn, with the visitors in very strong position.

South Africa made 259 (Herman, 56 for 76) in their first knock, Hampshire responding by hitting up 279.

The Hampshire bowling received a rare trouncing in the second innings, H. G. Deane giving off his best and hitting 133 (not out). He declared the innings closed with 408 on the board for the loss of eight wickets.

Hampshire had scored 158 for 3 wickets at the close of play.

WIN BY ONE RUN!

Exciting Contest Between Sussex and Gloucester.

Sussex beat Gloucestershire by one run, in most exciting match.

Batting first, Sussex scored 263, Goddard taking 8 for 65.

Gloucestershire replied with 214, Bowley capturing 5 for 64.

In their second knock, Sussex com-

plied 110, Parker doing the damage

at this time, with 7 for 49.

Gloucestershire just failed, com-

bining 104, with Langridge taking his

turn at bowling honours, capturing 5

for 92.—Reuter.

SALVAGE PARTY OVERCOME.

SIX FATALITIES ON "DERFFLINGER."

CHINESE WORKERS MEET POISONOUS FUMES.

U.S. NAVAL RESCUES.

Shanghai, Aug. 12. A news despatch from Tsingtao, dated the 7th inst., says:

Six persons, all Chinese, died as the result of the Derfflinger mishap. It was disclosed here to-day by the American naval authorities.

All of the victims were engaged in the work of salvaging the cargo of the vessel and were overcome by poisonous gases while working in the hold of the unfortunate German vessel.

Two of the poison gas victims died last night and the result was a near-riot of other Chinese coolies employed on the ship.

Rescue Party.

It became necessary for the American naval authorities here to send a rescue party from the U.S. submarine tender Beaver, aboard the Derfflinger in order to protect two American naval doctors who had gone aboard the vessel to attend a number of other Chinese who were suffering from the ill effects of poison gas.

The rescue party, consisting of more than 20 armed men, arrived at a moment when all foreigners on board, including the master of the disabled steamer, were being menaced by an angry mob of coolie workers.

The coolies were of the opinion that six of their number had died as the result of carelessness on the part of the foreign officers of the ship. The coolies also maintained that the officers had not taken the proper precautions to protect the lives of the Chinese workers.

The situation for a few tense minutes was ugly. The coolies armed themselves with crude weapons and apparently were bent upon forcing all foreigners to quit the vessel. The American naval doctors and the foreign officers and members of the crew banded together to protect themselves and to fight off any attack.

Nearly a Crisis.

The situation had nearly reached a crisis when the U.S. rescue party reached the vessel, being transported by a fast motor launch. The threatening coolies subsided and ceased to be belligerent upon noting the guns carried by the members of the relief party.

The American naval officers were withdrawn from the ship and the rescue party returned to the Beaver.

Through the courtesy of the American naval authorities and the officers of the Derfflinger, a representative of *The Shanghai Times* was accorded the privilege of going aboard and inspecting the German ship.

Crowds of coolies, each wearing a gas mask, were noted in the hold. This writer essayed to enter one of the holds but gave it up as a bad job after being nearly overcome by the gas fumes.

The coolie workers, it was apparent, were still angry over the death of their comrades, but were continuing their work.

The news that the coolies were threatening to make trouble aboard the ship was received by the Beaver in a message from the German vessel. American naval authorities are on the alert as more trouble is expected aboard the ship.—*Shanghai Times*.

Norma SHEARER

in the absorbing story of a girl who gambled for money but lost her heart instead!

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